


1-1-2001

History Center on Harbor Drive

Carolyn Philip

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Oregon

John A. Kitzhaber, M.D., Governor

Oregon Department of Transportation

Support Services Branch

General Files/History Center

126 Transportation Building

Salem, Oregon 97301-3872

(503)986-3284

Carolyn.PHILP@odot.state.or.us

June 15, 2001

File Code:

Ernie Bonner
2924 NE 27th Avenue
Portland, OR. 97212

ORG 7

Dear Mr. Bonner:

As per our conversation, I am transmitting to you copies of correspondence from our General Files/History Center on Harbor Drive (Front Ave.) in Portland. Also included is a copy of Miscellaneous Contract and Agreement 4372, 627 and 673, Abandonment and Resolution Number 552, Construction Contract File #7845, and an excerpt from the Oregon Highway Commission Minutes.

I had copies made of what photographs I have in the History Center. There are only a few, but I hope they help you.

If you have any questions, or if I can be of further service, please let me know.

A handwritten signature in cursive script that reads "Carolyn Philp".

Carolyn Philp, Archivist
General Files/History Center

Attachments.

SALEM
May 1, 1942

MISC. CONTRACTS and
AGREEMENTS No. 673

Agreement regarding Public Market Bldg.

MR. J. M. DEVERS

I am returning to you herewith eight copies of an agreement between the State Highway Commission, the City of Portland, and the Public Market Company of Portland relative to the construction of the Front Avenue Project in Portland at the Public Market Building. These were signed by the Highway Commission at its meeting on April 30, 1942, and are returned to you to secure execution on the part of the City of Portland the Public Market Company.

I will appreciate it if you will furnish me with one fully executed copy of this agreement for the Commission's records and files.

HBG:AM

Secretary

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STIPULATION AND AGREEMENT

MISC. CONTRACTS and
AGREEMENTS No. _____

THIS AGREEMENT Made and entered into at Portland, Oregon, this 30th day of April, 1942, by and between THE CITY OF PORTLAND, a municipal corporation organized and existing under the laws of the State of Oregon, hereinafter called the City, THE HIGHWAY COMMISSION OF THE STATE OF OREGON, hereinafter called the Commission, and THE PUBLIC MARKET COMPANY OF PORTLAND, OREGON, hereinafter called the Company, WITNESSETH:

That the Highway Commission is making some extensive changes and installations immediately adjacent to the property of the Company, on both sides, pursuant to a plan generally known and designated as the Front Street Plan...

The City and the Company are engaged in litigation to establish the ownership of the building adjacent to which this highway work is being carried out, and no agreement has been reached between any of the parties hereto as to the amount of damages to be allowed in connection with this highway activity.

The Highway Commission is anxious to proceed with certain phases of the work, which have to be done immediately without waiting to ascertain the true legal owner of the building and without waiting to ascertain the damages to be paid, and the other parties hereto are willing to consent to such work being done immediately, only if they are fully protected against being prejudiced in any way by such consent.

Now, therefore, in consideration of the premises and to accomplish the foregoing purposes, and in further consideration of the mutual agreements hereinafter set forth, IT IS NOW AGREED by and between the parties hereto as follows:

1. The Highway Commission shall at its own expense immediately institute necessary activities to remove the oil and sawdust storage tanks from the east side of said market building to the west side, and to connect said facilities with the furnace or furnaces using oil and sawdust, as at present located. The oil connection shall be by pipeline, suitably installed, and the sawdust connection shall be by a mechanized conveyor which will carry the sawdust from the west side storage bins to the sawdust burner, all substantially in accordance with plans and specifications which have been submitted by the Highway Commission. The Highway Commission shall complete

such work with reasonable expedition and in a satisfactory workmanlike manner and without interrupting the heating service now available to the market building and its occupants. The hopper shall be of a size sufficient for promptly unloading trucks which carry two and one-half units of sawdust.

2. The Highway Commission may, as soon hereafter as convenient, start and complete necessary work to eliminate the loading platform on the east side of said market building and to pave the highway running between the market building and the river. Such work shall be carried on in such manner as not to interrupt or cut off entirely the delivery service which is now maintained by the Market Company thru the eastern entrances of the building. Both the removal of the platform and the paving work shall be so carried out as to permit some delivery service thru such east entrances and to as great an extent as may be possible consistent with reasonably efficient operations by the Highway Commission. The Market Company shall be permitted to continue and maintain such delivery service thru the east entrances of the building for so long a period as traffic conditions will permit, and at least until the highway east of the market building is open for thru traffic.

3. The Highway Commission agrees that the other parties, in consenting to these alterations, do not approve or accept these alterations or installations as satisfactory, and do not release any right to damages or compensation, based on the fact that the new installations may be less satisfactory, less convenient, or less economical to operate than the old installations, and that the other parties do not waive, relinquish or release any rights of any kind or character for damages or compensation of any kind based on, arising out of or connected with the changes or alterations in facilities provided for herein or any other activities which have been or will be carried on by the Highway Commission or for its account or under its direction on or adjacent to the premises occupied by the market building, it being understood and agreed that the City and the Market Company give this consent entirely without prejudice to any rights or remedies of any kind or character and without being deemed to have agreed to or waived damages of any kind or character or in any amount.

4. As between themselves, it is stipulated and agreed by and between the City and the Company that their joint or several action in becoming parties to this agreement shall be entirely without prejudice to their mutual claims against each other in the litigation now pending for specific performance of the contract entered into between said parties on October 28, 1931.

5. The City agrees that if it is decided that the City is obligated to perform said contract, that the changes agreed to and provided for in this agreement shall not in any way be chargeable against the Market Company as a failure to comply with the terms of the contract in full, nor shall the signing of this agreement be construed as admission by either party that in any way prejudices its contentions or position in said litigation, and each of said parties shall be fully empowered to carry on the pending litigation to the same extent as tho this agreement had not been signed nor the changes provided for herein made.

IN WITNESS WHEREOF the parties hereto have caused these presents to be signed by proper officers, on the day and year first hereinabove written.

Approved as to form:

THE CITY OF PORTLAND

L. E. Latourrette
City Attorney

By R. E. Riley Mayor

By Will E. Gibson Auditor

RECOMMENDED FOR APPROVAL

M. J. Morrison
State Highway Engineer

ATTEST

W. J. Seaverson
Secretary

THE HIGHWAY COMMISSION OF THE STATE
OF OREGON

By Henry F. Cabell

By John W. Clark

By _____

THE PUBLIC MARKET COMPANY OF PORTLAND

By H. J. Bagwell President

By Wm. M. Wilson Secretary

spoke highly of the Ohio Casualty Company and expressed disappointment that he would not receive this business. He inquired whether or not the Commission would continue the policy with his company if the amount of the premium were reduced to that quoted by the Ohio Casualty Company and stated that, while he did not believe that his company would approve the reduction, he would like to have a few days within which to ascertain definitely in regard thereto. The Commission authorized the placing of this business with the American Bonding Company if it will reduce the premium in such amount and gave Mr. Godfrey ten days' time within which to obtain a definite answer from the home office of his company. In the event Mr. Godfrey is unable to secure a reduction in the premium rate, then the business is to be given to the Ohio Casualty Company provided the company furnishes a policy equally as good as that offered by the American Bonding Company. The matter was referred to the Attorney and the Secretary for a decision in this regard. (Mr. Godfrey notified Chairman Cabell on November 7, 1942, that the American Bonding Company had reduced the amount of the premium to \$381.87. Mr. Cabell thereupon authorized the placing of the business with Mr. Godfrey's company.)

Mr. Walter Meacham, Executive Secretary of the Old Oregon Trail Marker Committee, came before the Commission at this time and asked the Commission to authorize the erection of ten additional markers along the Old Oregon Trail. He recalled that the Commission some months ago approved an expenditure of approximately \$2,500 for this purpose but "froze" the funds later on account of war conditions. It was his thought that the project should be revived in view of the Oregon Trail Centennial Celebration which is to be held next year. Mr. Meacham also suggested that the reading matter on the markers would be more legible if done with white enamel paint rather than with gold paint. The Commission approved the latter suggestion but took under advisement the matter of authorizing the additional markers. The matter was reconsidered after Mr. Meacham's departure at which time the Commission approved his request on the condition that there are materials on hand with which to construct the markers and that the erection of the signs be deferred until men can be conveniently spared for the purpose.

In this connection the Engineer advised that Mr. Meacham made a trip to Tacoma, Washington, on October 30, 1942, with Dr. Driggs, in the interests of the Old Oregon Trail Centennial program, his expense in connection therewith amounting to \$5.95 for which he is asking reimbursement. He recommended approval of this out-of-state expenditure. The Commission approved the recommendation.

The Commission approved and ordered filed a resolution from the County Court of Lake County with respect to the abandonment of a portion of the Drews Gap-Cottonwood Creek Section of the Klamath Falls-Lakeview Highway which has been realigned.

The Commission discussed the claim of Mrs. J. W. Thomas for reimbursement of expense incurred by her in connection with the extinguishing of a fire which occurred on the right of way of the Pacific Highway in front of her premises south of Salem. It appears that a load of flax overturned on the highway at this point and before the flax could be picked up some small boys

in the vicinity set it afire, endangering Mrs. Thomas's home; further, that in order to protect her home, Mrs. Thomas took it upon herself to extinguish the fire using water which passes through her water meter. It also appears that her water bill for the month is \$2.69 more than her average water bill for the previous nine months which indicates that the excess water was used to put out the fire, thereby saving Mrs. Thomas's residence and also preventing the burning of some highway signs. Mrs. Thomas is asking for reimbursement in the amount of \$2.69. The Commission considered that the saving of the highway signs is more than sufficient justification for paying the claim and thereupon authorized payment of the same.

The Attorney requested instructions whether or not to press the claim against Woolach Brothers for testing lubricating oil. It appears that certain lubricating oil was purchased from Woolach Brothers and when delivery of the same was made the contents were not clearly marked for identification so it was necessary to make an extra test of the oil in each container. This work was done by the highway department's testing laboratory at a cost of \$41.00 and, due to the fact that the extra work was the result of negligence on the part of the shipper, Woolach Brothers were billed for this expense and, whereas they originally acknowledged the obligation, apparently they now do not recognize it and ignore the bills that have been presented to them. After discussion the Commission instructed the Attorney to personally contact Woolach Brothers relative thereto and report the results thereof when the Commission will give him further instructions.

The Commission discussed the advisability of selling a number of the "black and white" films of the "Old Oregon Trail." The Engineer advised that the Travel and Information Department has on hand some forty-five or fifty of these films which it has been the practice to loan to various organizations; that they have outlived their usefulness from the state's standpoint, having been replaced by colored films, and a number of requests have been received to purchase outright from the excess stock. It was his thought that it would be possible to secure from \$10 to \$15 for each film and recommended the sale of the same inasmuch as they now are of little value. The Commission approved the sale of the excess films at \$15 each with the understanding that they are not to be used for commercial purposes.

In this connection the Engineer brought up for discussion the matter of loaning colored pictures of Oregon scenes to hotels and similar institutions in California. He advised that the Travel and Information Department has a number of these pictures on hand and gave as his thought that the loaning of the same to such agencies would give the state considerable cheap advertising which is particularly desirable at this time in view of the fact that the generalized advertising of the state by this department has been greatly curtailed. The Commission after discussion authorized the loaning of the pictures provided no favoritism is shown in the dispensing of the same.

The Commission by unanimous vote adopted the following resolution covering use by the Oregon Shipbuilding Corporation of a portion of the area that was acquired in connection with the Front Avenue Project in Portland, which area is to be used by the corporation as a parking place for automobiles

belonging to shipyard workers who are to be transported from this central location to the several shipbuilding plants in the Portland area. The resolution confirms the action taken by the Commission at the previous meeting:

WHEREAS, pursuant to written agreement between the State of Oregon, by and through its State Highway Commission, and the City of Portland, by and through its municipal authorities, there is under construction a major improvement in the City of Portland known as the Front Avenue highway and street project; and

WHEREAS, in connection with said project there were acquired by the joint action of the City and the State certain real properties, some of which are needed for the immediate promotion of said project and some of which will be employed in the future when said project in its entirety is carried to completion; and

WHEREAS, for the purpose of contributing relief to the traffic problem involved in the transportation of persons to and from the shipyards of the Oregon Shipbuilding Corporation, the City and the State have been asked to make available for parking privileges certain lands acquired by the City and the State for use in connection with the said Front Avenue project; and

WHEREAS, in response to said request made by the Oregon Shipbuilding Corporation, the City has passed and regularly adopted Ordinance No. 77921, which was passed by the Council October 1, 1942; and

WHEREAS, it is the purpose of the State to join with the City in making said area available for the purpose disclosed in the petition and likewise covered in said ordinance;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the Oregon State Highway Commission, all members being present and voting affirmatively, as follows:

1. That Ordinance No. 77921, as passed and adopted by the City Council of the City of Portland on October 1, 1942, be and the same hereby is approved for the State by this Commission, and the Highway Commission does hereby consent to the use of the streets and areas specified in said ordinance for the purposes therein set forth. A copy of said ordinance, marked "Exhibit A", is hereto attached and by this reference made a part hereof.*

2. That this resolution be entered in the minutes and records of the Highway Commission and the Secretary be and he hereby is instructed to deliver to the Oregon Shipbuilding Corporation a duly certified copy thereof, and that he be and hereby is directed to deliver to the City of Portland and to William Lynch, District Engineer of the Public Roads Administration, like certified copies.

*Ordinance filed in General Files. See Resolutions General file, 1942.

The Commission by unanimous vote also adopted the following resolution establishing a 35-mile-per-hour speed limit for traffic along the Oregon Coast Highway between mileposts 24 and 25, and between mileposts 32.5 and 44:

WHEREAS, the State Highway Commission, pursuant to the provisions of Section 115-320, O. C. L. A., as amended by Chapter 458, Oregon Laws, 1941, has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of subsection (b) of said Section 115-320, O. C. L. A., as amended, are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said Section 115-320, O. C. L. A., as amended, the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of Highway: Oregon Coast Highway

Highway No. 9

Route No. US 101

Location of Termini				Established Speed
From Mile Point 24	to Mile Point 25			35 miles per hour
" " " 32.5	" " " 44			35 " " "

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

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Projects
Munis - Portland

December 16, 1942

Front Ave.

Mr. Gordon Steele, President
Portland Traction Company
2838 E. Burnside
Portland, Oregon

Dear Mr. Steele:

I thank you for the photograph, taken on
the occasion of the Front Avenue celebration, which
was sent to me by Mr. Ray Carr with your compliments.

Very truly yours,

R. H. Baldock
Chief Engineer

RHB:MI
cc Mr. Ray Carr



RAY CARR ORGANIZATION

a d v e r t i s i n g

Citizens Bank Bldg., Portland, Oregon
Vermont 2177

December 9, 1942

Mr. R. H. Baldock
State Highway Engineer
State Highway Commission
Salem, Oregon

Dear Mr. Baldock:

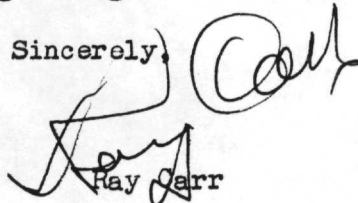
On the occasion of the Front Avenue celebration, we made some photographs of the old horse car and the honored guests.

Mr. Gordon Steele, president of the Portland Traction Company, thought you might like one of the prints as a souvenir of the occasion.

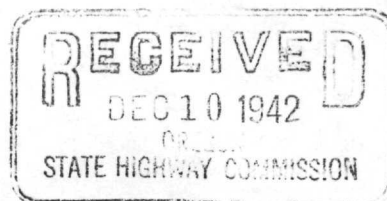
By separate mail we are sending you one with Mr. Steele's compliments.

Regards and greetings of the Season

Sincerely,


Ray Carr

RC:dc



Commonwealth, Inc.



415 S.W. SIXTH AVE. PORTLAND, OREGON

HARRY M. HAWKINS, PRESIDENT

CHESTER A. MOORES
Vice-President
PROPERTY MANAGEMENT
DEPARTMENT

November 23, 1942.

NOTED
State Highway Engineer

Mr. R. H. Baldock, Chief Engineer,
Oregon State Highway Commission,
Salem, Oregon.

Dear Mr. Baldock:

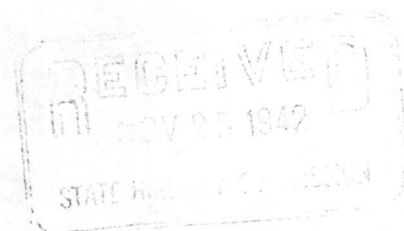
Just a couple of paragraphs to thank you sincerely for the fine support you gave the Front Avenue dedication. It was mighty nice of you to take the time to attend meetings, ride through town in the horse car and deliver such a fine speech at the dedication.

It was disappointing not to have some of the promised features show up, such as the stage coaches, covered wagons and a number of other interesting pioneer vehicles but most everyone seems to think the parade and dedication were quite successful. We were certainly fortunate in respect to the weather and I suppose should be satisfied all around with the result in view of all the circumstances and our limitations as to time and financing. Thanks again for all your help.

Yours sincerely,

Chester A. Moores,
Chairman.

CAM:L



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Projects
Municipal-Portland

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File

Front Ave.

The Front Avenue project between Columbia and Couch, now open to public use, has cost approximately \$2,000,000 of which \$700,000 represents the construction cost and the balance the right of way.

The completion of the project, which extends from Barbur Boulevard on the south across the Steel Bridge, under Broadway Bridge to a connection with Interstate Avenue, will total about \$4,500,000; therefore, the project is nearly half completed. The remainder will have to wait until after the war is over.

The need of proper facilities for automotive rapid transit in cities is assuming increasing importance. The value of time lost, the increased expense of motor vehicle operation, and the toll of motor-vehicle accidents by reason of the archaic street systems in cities represent a staggering economic loss.

For the past ten years or more the Oregon State Highway Department and the Portland Department of Public Works have worked toward a master plan designed to expedite the flow of motor-vehicle traffic into and through the heart of Portland. Front Avenue represents the first and most important feature of the plan which will ultimately save a large sum of money annually to the traffic using the present facilities. The building of fast express motorways will permit the traffic to proceed in an orderly and efficient manner from the rural and suburban districts into and through the metropolitan area of Portland.

I have spoken of the monetary profits of this great improvement. The aesthetic value of the Front Avenue development is in no sense the least of the benefits created. The completion of the lovely parkway will make the river front one of the most attractive sections in the city.

(Prepared for presentation by Mr. Baldock
at Front Avenue opening, November 20, 1942)

Commonwealth, Inc.



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NOV 19 1942

415 S.W. SIXTH AVE. PORTLAND, OREGON

HARRY M. HAWKINS, PRESIDENT

FOR FILING

November 16, 1942.

CHESTER A. MOORES
Vice-President
PROPERTY MANAGEMENT
DEPARTMENT

*Const
Projects
Municipal - Portland
Front Ave.*

NOTED
State Highway Engineer

Mr. R. H. Baldock, Chief Engineer,
Oregon State Highway Commission,
Salem, Oregon.

Dear Mr. Baldock:

Don't forget that we are counting on you to be with us at the dedication of Harbor Drive next Friday afternoon, both in the parade and at the dedication.

The parade will start at 1:30 in the Park Blocks south of Salmon Street and we assume the dedication will take place in Battleship Oregon Park about an hour later. A seat will be reserved for you in the old-fashioned horse car which is to lead the parade and also on the speakers' platform at the dedication.

Please bear in mind that you will be introduced to the audience at the dedication ceremony and be prepared to make whatever brief remarks may be appropriate to the occasion.

If you have any suggestions as to how this big event should be handled, please speak up quite frankly.

Yours very truly,

Chester A. Moores

Chester A. Moores,
Chairman.

CAM*L

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STATE HIGHWAY COMMISSION

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NOV 18 1942
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COMMONWEALTH, INC.

PORTLAND, OREGON

415 S. W. Sixth Avenue

*Const
Projects
Municipal - Portland*

Front Ave.

November 9, 1942.

Major Joseph K. Carson, Jr.
Mr. Phillip H. Parrish
Mr. Nate Boody
Mr. Milo B. Mack
Mr. William H. Lynch,
Mr. Henry F. Cabell,
Mr. R. H. Baldock,
Mr. Marshall Dana,
Mr. Ben Morrow,
Mr. L. M. Lepper

NOTED
State Highway Engineer

Gentlemen:

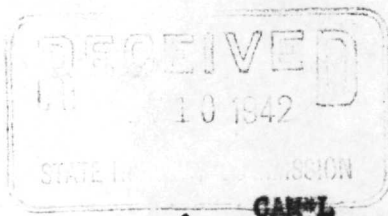
As you will no doubt notice in the Public Press, Mayor Riley has announced the appointment of the Committee to handle the dedication of the Front Avenue project and the date for the celebration has been fixed as Friday, November 20th at 2:00 P. M.

There will be a second meeting of the Committee in my office at the above address Thursday afternoon, November 12th, at 3:00 o'clock and I sincerely trust you may all be present as we may not have an opportunity to hold another meeting of the full committee.

Yours very truly,

Chester A. Moores

Chester A. Moores,
Chairman.



*Mr. Baldock:-
after our telephone chat this a.m.
it was decided the committee
should meet Thursday rather than
Friday because of the element
camp*

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NOV 18 1942

FOR FILING

<i>Alm</i>
<i>Letters</i>
<i>Comm - Cabell</i>

Arg 7
City St.
Portland

November 17, 1942

Mr. Henry F. Cabell, Chairman
Oregon State Highway Commission
1107 Failing Building
Portland, Oregon

Dear Mr. Cabell:

I am enclosing copies of articles giving
information concerning the Front Avenue project.

Very truly yours,

R. H. Baldock
Chief Engineer

hi

(Article furnished Marshall Dana, Journal (copy
attached) and article furnished Gerry Weaver,
Oregonian)

The JOURNAL

JOURNAL PUBLISHING COMPANY
PORTLAND, OREGON

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Citius
Portland
Front
Ave.

October 17, 1942

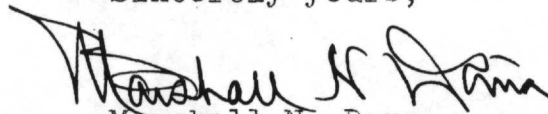
Mr. R. H. Baldock
State Highway Department
Salem, Oregon

Dear Sam:

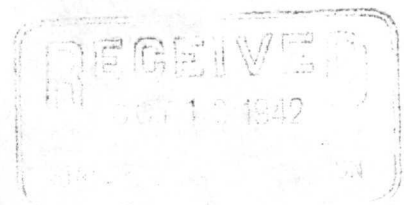
I must intrigue you to read the editorial page of The Journal in order to make a suitable progress chart of your own fame. I am endeavoring to amend what naturally to me would be a regrettable omission in your records, by sending you the attached.

With kindest personal regards.

Sincerely yours,


Marshall N. Dana,
Editor, Editorial Page

MND:RD
Encl.



Front Avenue

By R. H. Baldock

Chief Engineer
State Highway Department

That part of the Front Avenue project between Columbia and Couch streets will be open to



public use soon. This job has just been completed at a cost of \$1,966,750, of which \$675,000 represents construction cost and \$1,291,750 right of way cost. Construction cost was financed by the state of Oregon and the

federal government in the following proportions: 40 per cent. state, 60 per cent. federal, and cost of right of way by the state of Oregon and the city of Portland in the following proportions: 40 per cent. state, 60 per cent. city.

The work was performed by the following contractors: Edlefsen-Weygandt company, Lindstrom Bros., Poole & McGonigle, and Birkemeier & Saremal. It was under direct supervision of F. T. Young, resident engineer, now acting division engineer, and under general supervision of H. G. Smith, construction engineer; Glenn S. Paxon, bridge engineer, and R. H. Baldock, chief engineer, all of the Oregon state highway department. The plans and specifications were prepared by the Oregon state highway department, working with Ben S. Morrow, city engineer of Portland, and with the public roads administration under the direction of W. H. Lynch, district engineer.

Front avenue has a peculiar location, readily lending itself to arterial traffic. The Willamette river serves as an effective traffic barrier and concentrates traffic streams into the bridgeheads. The roadway along the seawall, known as Harbor Drive, passes under the bridgeheads, eliminating cross-traffic at grade, while the parkway separates this express highway along the seawall from the inner, or service, drive along Front avenue proper. The parkway is pierced at intervals to afford selected connections between the two drives. These connections are channelized to control and direct traffic flow.

The section now open to traffic will be of material aid toward handling Portland downtown traffic. The full benefit of the improvement will not, however, be realized until the entire project is completed. When completed, traffic should be able to flow with safety and with reasonable speed, free from delay of traffic signals, from interstate avenue on the north and Harbor boulevard on the south into the heart of the Portland business district. The inner, or service, drive along Front avenue proper will permit traffic to leave the arterial and proceed to that portion of the West side business district desired.

Unfortunately, war conditions do not permit the landscaping of the parkway between the inner and the outer drive. This will likewise be a post-war project.

Front avenue, when completed, will be an effective means of expediting mass movement between rural and suburban districts, and the metropolitan area of Portland. It will offer a fast express highway into the heart of metropolitan Portland.

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Lette

OPENING FIRST UNIT FRONT AVENUE PROJECT

Today that part of the Front Avenue project between Columbia and Couch will be open to public use. This job has just been completed at a cost of \$1,966,750, of which \$675,000 represents the construction cost and \$1,291,750 the right of way cost. The cost of construction was financed by the State of Oregon and the Federal Government in the following proportions: 40 per cent State and 60 per cent Federal Government, and the cost of the right of way by the State of Oregon and the City of Portland in the following proportions: 40 per cent State and 60 per cent City.

The work was performed by the following contractors: Edlefsen-Weygandt Co., Lindstrom Bros., Poole & McGonigle, and Birkemeier & Saremal. It was under the direct supervision of F. T. Young, Resident Engineer, now Acting Division Engineer, and under the general supervision of H. G. Smith, Construction Engineer, Glenn S. Paxson, Bridge Engineer, and R. H. Baldock, Chief Engineer, all of the Oregon State Highway Department. The plans and specifications were prepared by the Oregon State Highway Department, working with Ben S. Morrow, City Engineer of Portland, and with the Public Roads Administration under the direction of W. H. Lynch, District Engineer.

Front Avenue has a peculiar location, readily lending itself to arterial traffic. The Willamette River serves as an effective traffic barrier and concentrates the traffic streams into the bridgeheads. The roadway along the sea wall, known as Harbor Drive, passes under the bridgeheads, eliminating cross traffic at grade, while the parkway separates this express highway along the sea wall from the inner or service drive along Front Avenue proper. The parkway is pierced at intervals to afford selected connections between the two drives. These connections are channelized to control and direct the traffic flow.

The section now open to traffic will be of material aid toward handling Portland downtown traffic. The full benefit of the improvement will not, however, be realized until the entire project is completed. When completed, traffic should be able to flow with safety and with reasonable speed, free from the delay of traffic signals, from Interstate Avenue on the north and Barbur Boulevard on the south into the heart of the Portland business district. The inner or service drive along Front Avenue proper will permit traffic to leave the arterial and proceed to that portion of the west side business district desired.

The Front Avenue improvement will serve to benefit not only the people of Portland but likewise the great number of people of Oregon and Southwestern Washington who quite frequently visit the metropolis.

Unfortunately, war conditions do not permit the landscaping of the parkway between the inner and the outer drive. This will likewise be a post-war project. When the parkway is properly landscaped, it will make of the river front one of the most beautiful districts in Portland. The contrast with the old condition along Front Avenue will be amazing.

Front Avenue, when completed, will be an effective means of expediting the mass movement of the people between the rural and suburban districts and the metropolitan area of Portland. It will offer a fast express highway into the heart of Portland's metropolitan district.

From Commissioner Bowes

3 copies
City of
Portland

REFERRED TO
J. W. Probert -
by Court Clerk

11-26-41

Ordinance No. 76274

Send Copy to
Beahey & Johnson

An Ordinance designating as S.W. and N.W. Harbor Drive certain new streets embraced within the Extension of U.S. Highway W-99, and declaring an emergency.

Copy sent
Nov. 29
S.W.

The City of Portland does ordain as follows:

Section 1. That a new street from the intersection of S.W. Sheridan Street and S.W. Front Avenue to the intersection of S.W. Water Avenue and S.W. Harrison Street; S.W. Water Avenue from S.W. Harrison Street to S.W. Columbia Street and a new street along the westerly harbor line of the Willamette River from S.W. Columbia Street to W. Burnside Street, be and the same are hereby named and said streets shall hereafter be known and designated as S.W. HARBOR DRIVE and a new street along the westerly harbor line of the Willamette River from W. Burnside Street to N.W. Glisan Street be and the same is hereby named and said street shall hereafter be known and designated as N.W. HARBOR DRIVE.

Section 2. Inasmuch as this ordinance is necessary for the immediate preservation of the public health, peace and safety of the City of Portland in this: That confusion now exists because of the present designation and in order to remedy this condition with the least delay; therefore, an emergency is hereby declared to exist and this ordinance shall be in force and effect from and after its passage by the Council.

Passed by the Council NOV 26 1941

R. E. RILEY
Mayor of The City of Portland

ATTEST:

W. K. Gilson.
Auditor of The City of Portland

Com'r. Bowes
11-22-41

From Commissioner Bowes

Ordinance No. 76274

An Ordinance designating as S. W. and N. W. Harbor Drive certain new streets embraced within the Extension of U. S. Highway W-99, and declaring an emergency.

The City of Portland does ordain as follows:

Section 1. That a new street from the intersection of S. W. Sheridan Street and S. W. Front Avenue to the intersection of S. W. Water Avenue and S. W. Harrison Street; S. W. Water Avenue from S. W. Harrison Street to S. W. Columbia Street and a new street along the westerly harbor line of the Willamette River from S. W. Columbia Street to W. Burnside Street, be and the same are hereby named and said streets shall hereafter be known and designated as S. W. HARBOR DRIVE and a new street along the westerly harbor line of the Willamette River from W. Burnside Street to N. W. Glisan Street be and the same is hereby named and said street shall hereafter be known and designated as N. W. HARBOR DRIVE.

Section 2. Inasmuch as this ordinance is necessary for the immediate preservation of the public health, peace and safety of the City of Portland in this: That confusion now exists because of the present designation and in order to remedy this condition with the least delay; therefore, an emergency is hereby declared to exist and this ordinance shall be in force and effect from and after its passage by the Council.

Passed by the Council Nov. 26, 1941.

R. E. Riley
Mayor of The City of Portland

ATTEST: Will E. Gibson (Sgd)

Auditor of The City of Portland

Com'r. Bowes
11-22-41

*Resolution
April 9, 1940
as alternate
Hwy Route*

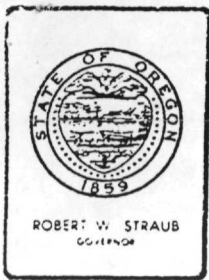
DESCRIPTION OF PROPOSED CHANGE OF ROUTE

HIGHWAY NO. 99W - PORTLAND

Beginning at the intersection of Barbur Boulevard and SW Front Avenue at or near SW Lane Street in the City of Portland; thence northerly along SW Front Avenue, crossing SW Arthur Street (and its extension known as SW Kelly Avenue) by means of a structure passing over the grade of said SW Arthur Street to a point at or near the intersection of SW Carruthers Street; thence crossing diagonally from SW Front Avenue to SW Water Avenue, and thence along SW Water Avenue, passing underneath the grade of SW Madison Street at Hawthorne Bridge, and underneath the grade of SW Morrison Street at the Morrison Street Bridge, and thence to an intersection with the Steel Bridge at or near the intersection of NW Front Avenue and Glisan Street; thence onto the Steel Bridge by a set of ramps; thence across the Steel Bridge to the east side of the Willamette River, passing under the Steel Bridge by a set of ramps, at a point near the intersection of North Williams Avenue and N. E. Oregon Street; and thence northerly along the east bank of the Willamette River, passing underneath the Broadway Bridge, and thence to an intersection with Interstate Avenue at or near its junction with North Tillamook Street.

Also, a second route which operates as a service drive and which diverges from the first named route at its intersection with SW Columbia Street and proceeds thence westerly along SW Columbia Street to its intersection with SW Front Avenue, and thence northerly along SW Front Avenue to its intersection with NW Glisan Street, said point being approximately the westerly end of the Steel Bridge.

The southbound traffic on S. W. Front Avenue will pass under Barbur Boulevard at the intersection of the two streets; likewise, traffic northbound on Front Avenue may pass over the outer drive at or near SW Carruthers Street; at the northerly end of the project, northbound traffic will also be routed under Interstate Avenue.



Department of Transportation
METROPOLITAN SECTION

5821 N.E. GLISAN, PORTLAND, OREGON 97213

May 10, 1978

Telephone 238-8226

NOTED
H. S. COULTER

City 4
Cities
PHD

JOHN LANG, Bureau Chief
Bureau of Street & Structural Engineering
City of Portland
400 Southwest Sixth Avenue
Portland, OR 97204

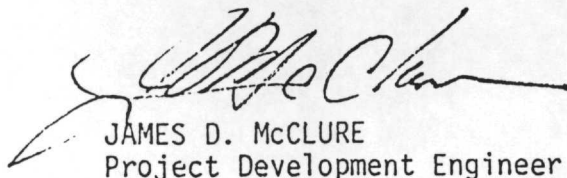
Subject: Front Avenue Relinquishment
Agreement

It has been understood upon completion of the Front Avenue improvement project, which has occurred, jurisdictional control of this section of highway would be relinquished to the City of Portland.

This was the subject of discussion at our meeting last year as you may recall with Don Bergstrom, Dick Schmidt and Sam Galbreath at which time there was a mutual agreement to the relinquishment. In conjunction with this meeting, the transferring of our interests in the Front Avenue properties was also discussed. These transfers are proceeding on a property-by-property basis with the Portland Development Commission due to the legal problems.

Attached are five copies of the proposed redesignation agreement for Front Avenue, extending from N.W. Couch Street south to the northerly boundary line of S.W. Clay. If it is acceptable, please secure the appropriate signatures and return four bound, signed copies to me at this office along with the authorizing resolution. Fully executed copies will be sent for your records following final action by the Oregon Transportation Commission.

If there are any question, please feel free to contact me.


JAMES D. McCLURE
Project Development Engineer

JDM/lde
Attachments

cc: F. B. Klaboe
E. S. Hunter
R. N. Bothman
J. B. Boyd

RECEIVED STATE HWY ENGR							RECEIVED DJT OPERATIONS						
MAY 19 '78							MAY 12 '78						
REFER TO							REFER TO						
FOR							FOR						
Info	Inves	R/D	D/R	Sign	Act	File	Info	Inves	R/D	D/R	Sign	Act	File

cy Ed Donald
FYI.
cy Schreeder
5-23-78

DEPARTMENT OF JUSTICE

Memorandum

TO: H. S. Coulter
State Highway Engineer

FROM: Jack L. Solis ^{CC}
Assistant Attorney General

SUBJECT: Relinquishment of Front Street and adjacent properties to the City of Portland.

DATE: April 18, 1977

In going through this matter with Floyd Scott and Mr. McClure, it appears that there may be some problem in getting the descriptions written properly to separate the relinquishment of the Front Street area to the City of Portland for street purposes and the relinquishment of the several blocks in the City of Portland for park and recreational purposes. I would suggest that if the Commission approves the relinquishment of the property to the City of Portland that we get together with the City of Portland and decide whether it should be handled under one deed for the Front Street property and another deed for the portion of blocks that will be used for park and recreation purposes. The reason for the problem is that a portion of most of the blocks is now in a part of Front Street that has been improved and it will take some time to write the descriptions if they are to be separated. It would seem to me appropriate to have authorization for Mr. Boyd to grant a permit of entry for the City of Portland to enter on the blocks that they need to start construction on now, with the understanding that deeds will follow as soon as the descriptions have been prepared. You may want to raise this point with the Commission when you are asking their approval for the relinquishment.

JLS:hg

*Commission approved
blocks as recommended
grant permit of entry
relinquishment of
& E/W Engr. to
& execute deeds. —*

RECEIVED STATE HWY ENGR						
20 APR 18 '77						
REFER TO Boyd						
FOR						
Info	Inves	R/D	D/R	Sign	Act	File

orig. to

cy RLS

DATE: April 13, 1977

TO: Oregon Transportation Commission

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Harbor Drive Property

The development and use of the land between the Central Business District and the old Harbor Drive and Front Avenue along the waterfront has been the subject of a number of agreements between the State and the City of Portland for some years. With completion of the Fremont Bridge, an alternate facility was provided so that through traffic could be removed from Harbor Drive and placed on a widened Front Avenue.

To provide for the proper continued development of this waterfront property, it is now appropriate to either transfer or relinquish some of the property in which the State has an interest. This would now seem advisable for the development of a downtown waterfront park.

I am attaching an historical overview of the property, a map depicting the affected parcels, and supporting correspondence. There are three types of ownership involved: the properties are owned wholly by the City, wholly by the State, or held in joint ownership. It is proposed that of the property which is 60 percent City and 40 percent State (outlined in red on the map), we relinquish to the City our interest with the provision that 40 percent of that property be used for park and recreational use in perpetuity. Of the property outlined in green which is owned 50 percent by the City and 50 percent by the State, 50 percent of the property must be used for park and recreational purposes. The property outlined in brown, which is owned 100 percent by the State, will have to be used for park and recreational purposes.

A further condition of the relinquishment would be that in the event such use is not made of the property, title would revert to the State. I recommend your approval of the relinquishments of blocks as colored on the map and suggest that you authorize the Right of Way Engineer to execute a deed with the appropriate clauses on behalf of the State, relinquishing the property to the City of Portland.

Oregon Transportation Commission
Page 2
April 13, 1977

Time is of the essence as the Portland Development Commission hopes to open bids in early May for construction of a portion of the waterfront park and they would like assurance of the concept from the Transportation Commission prior to award of their contract.

This matter will be on the agenda at your April 19 meeting.

HSC:ia

Enc.

bc R. A. Burco
C. W. Head
F. B. Klaboe
E. S. Hunter
R. L. Schroeder
R. N. Bothman
Walt Hart, Region 1
J. B. Boyd
Jack Sollis
L. W. Rulien
George Bell
Max Klotz

J. H. Versteeg--Please have descriptions prepared (check with Jack Sollis before preparing descriptions).

DEPARTMENT OF JUSTICE

Memorandum

TO: H. S. Coulter
State Highway Engineer

FROM: Jack L. Schaefer
Assistant Attorney General

SUBJECT: Relinquishment of Harbor Drive Properties
City of Portland

DATE: April 11, 1977

I attach a copy of a memo from Mr. James D. McClure dated April 7, 1977 and also maps forwarded by him relative to this relinquishment.

It is not the responsibility of the Legal Section to get such a matter on the Commission agenda and I would suggest that you place this on the Commission agenda for the next Commission Meeting. As I understand it, there is a tight deadline required and all that is necessary after the Commission approves the relinquishment of the blocks as colored on the map is the writing of a description and preparation of the deed. I would suggest as the time frame is short that something be started immediately on writing the descriptions so that as soon as the Commission approves the relinquishment, a deed may be prepared and signed.

I would suggest that at the time a relinquishment is approved that the Commission authorize either yourself or Mr. Boyd to execute the deed on behalf of the State relinquishing the property to the City of Portland.

The condition of the relinquishment will be that on the property owned 60% by the City and 40% by the State that 40% of the total property outlined in red, must be used for park and recreational use in perpetuity and the property outlined in green would have 50% required to be used for park and recreational use in perpetuity. The portion outlined in brown would all have to be used for park and recreation purposes in perpetuity.

The deed will contain a clause that in the event that such use is not made of the property it would revert to the State. If you have any questions on this matter, I would be most happy to discuss them with you.

JLS:sjb
enclosure

cc: F. B. Klaboe
L. W. Rulien
J. B. Boyd

*Put packet
together -
JLS*

RECEIVED STATE HWY ENGR						
APR 11 '77						
REFER TO <i>Schaefer</i>						
FOR						
Info	Inves	R/D	D/R	Sign	Act	File

HISTORICAL OVERVIEW

Harbor Drive Property

April 11, 1977

Harbor Drive (Front Avenue) property was acquired for right-of-way pursuant to state/city agreements dated 7/24/41 and 9/11/44. The property was purchased with the city having an undivided 60 per cent interest and the state an undivided 40 per cent interest. The properties have been retained in joint ownership, with no change in status, to the present time.

Information from Proposed Agreement, 2/23/73, Never Consummated by City
State and city also entered into an agreement, dated May 21, 1968, providing for joint acquisition of the Oregon Journal Building and supplements thereto, dated April 28, 1969, ^{R/W 30494} and August 18, 1970, dealing with demolition of the building and landscaping of the area. All actions pertaining to this particular parcel of property were with the understanding that costs were to be shared equally (50-50) between state and city. Certain federal funds, in the nature of a grant from the Bureau of Outdoor Recreation, were used in landscaping the area. One stipulation of such a grant requires that the property involved shall be retained in public ownership with the public to have free use of the premises without discrimination.

State and city further entered into an agreement, dated November 24, 1971, employing the services of an architectural firm to supervise and conduct a comprehensive economic, design and planning study and report of the "Harbor Drive Parkway" in the area bounded on the north by the Steel Bridge, on the south by the Hawthorne Bridge, on the west by Southwest Front Avenue, and on the east by the Willamette River.

Construction Agreement, October 31, 1972 - 04A 4372

The disposition of all city and state lands lying between the relocated Front Avenue and the westbank of the Willamette River will be the subject of a future negotiated agreement. Special attention will be made in those negotiations for the need of a 60-foot (more or less) strip of land for maintenance of the harbor wall.

Maintenance Stipulations Agreement, December 19, 1973 - 04A 4372

The state shall, upon completion of the project, transfer all state's right, title, and interest, if any there be, in Southwest Harbor Way, to the city with all jurisdiction, maintenance, and control passing to the city to be performed at the city's sole expense. A portion of said Harbor Way is shown colored in orange on the attached Exhibit A.

"Portion" refers to the section of Harbor Way south of the Hawthorne Bridge which was later processed with an abandonment resolution, dated June 30, 1975.

From 1972 to 1977

Various agreements have been discussed with the city of Portland, all on the basis if portions of the state's share of property were leased, the agreement would stipulate that income would be divided in accordance with share. The city has not concurred in this concept, we may have reached an agreement on the basis of income being put back into the land for maintenance of the Downtown Waterfront Park.

Legal Review if Last Draft Agreement by Walt Barrie, August 24, 1976

In my opinion the agreement would violate Article IX, Section 3, Oregon Constitution in that the agreement would give up all of the state's ownership to the property in question to the City, without consideration, and with only a 20-year requirement that the property be used for park and open space. After 20 years the City could sell, lease, or otherwise use all of this property for any purpose.

As trustee of the Highway Trust Fund, DOT must carefully pursue one of its basic objectives, preventing diversion of trust fund monies. In that regard I would suggest that there are constitutional alternatives to the draft agreement, such as:

1. Outright sale to City of Portland at market value
2. Sale on contract over period of years with interest
3. Grant of land for park and open space use in perpetuity with reversion if used for other purposes
4. Joint-ownership agreement for use and maintenance as park and open space.

Relinquishment Concept

Relinquishing the state's share of the Harbor Drive properties in the form of a "Grant of Land" coupled with abandonment of Front Avenue to the City of Portland, based on the legal opinion, appears acceptable. This also takes the state out of auditing funds for leased lands managed by the city, and saves the state approximately \$10,000/year in maintenance of Front Avenue.

ODOT
JDM/ebn
4/11/77



TO: JACK L. SOLLIS
Ass't. Attorney General

FROM: JAMES D. McCLURE
Project Development Engineer

SUBJECT: Relinquishment Harbor Drive Properties
City of Portland

DATE: April 7, 1977

NOTED
H. S. COULTER

RECEIVED STATE HWY ENGR						
APR 8 '77						
REFER TO						
FOR						
Info	Inves	R/D	D/R	Sign	Act	File

I have prepared the attached map outlining the concept for relinquishing the subject properties to the City of Portland, for the purposes of developing a Downtown Waterfront Park. The map and concept has been reviewed with Sam Galbreath, Program Development Coordinator, Portland Development Commission, on April 5 with his concurrence. As we discussed, the properties can be described into three separate parcels, defined with acreage figures if desired, relating to the three types of ownerships.

The blocks or parcels described on the map are properties either owned wholly by the City or State or held in joint ownership. The largest parcel is the blocks shown outlined in red, having the ownership status of 40% State and 60% City. The State's share should be relinquished in its entirety as one parcel in the form of a land grant for park and recreation use in perpetuity with a reversionary clause. The blocks outlined in red which are owned jointly with the City, shown with the dashed "X" through the blocks, are exceptions to remain in their current (60-40) joint ownership. These blocks are in the area of the Steel Bridge approach ramps which remain under the State's jurisdiction.

The parcel outlined in green is jointly owned by the State and City in equal (50-50) shares, and is to be relinquished as the second parcel with the State's share held in perpetuity for park and recreation use. The third parcel, outlined in brown and owned by the State, is to be relinquished for park and recreation purposes only in its entirety. The parcel of land outlined in brown with the dashed "X" is an exception from the relinquishment, and will remain under State ownership.

The Portland Development Commission is anticipating an early May bid letting for construction of a portion of the Waterfront Park and would like assurance of this concept relinquishing the properties, by the Oregon Transportation Commission, prior to awarding their contract.

Please have this proposal reviewed by the Transportation Commission at their April 19 meeting. If the Commission concurs in the relinquishment of properties to the City of Portland, please proceed with developing the necessary relinquishment documentation for presentation to the city council in May, which will be handled by the Portland Development Commission.

For the purposes of developing an exhibit map, for the relinquishment, enclosed is a vellum base map for your use. Please advise if you need any additional information.

JDM/lldo

Attachments

cc: Sam Galbreath, PDC
John Lang, City of Portland
F.B. Klaboe

H.S. Coulter
L.W. Rulien
J.B. Boyd

ORIGINAL
Return to Commission Services

ABANDONMENT
RESOLUTION No. 552

ABANDONMENT AND RETENTION
RESOLUTION

WHEREAS, pursuant to ORS 373.010, the Oregon Transportation Commission is authorized and directed, whenever the route of a state highway passes through the corporate limits of a city, to select or designate the streets of the city over which the state highway shall be routed, or change such routing when in its opinion the interests of the motoring public will be better served; and

WHEREAS, pursuant to ORS 271.330, the State or any political subdivision within the State may relinquish title to any of its property not needed by it for public use to any other governmental body or political subdivision within the State, providing such property shall be used and continue to be used for a public purpose; and

WHEREAS, a certain frontage road (S. W. Harbor Way) of the Pacific Highway West, State Primary Highway No. 1W in the City of Portland is no longer needed for state highway purposes; and

WHEREAS, the City of Portland and the Oregon Transportation Commission entered into an agreement on December 19, 1973, relating to the elimination and disposition to be made of said frontage road colored in orange on Exhibit A consisting of three sheets which are attached hereto and by this reference made a part hereof; and

WHEREAS, said agreement provides that the State shall transfer S. W. Harbor Way, a frontage road, to the City of Portland, approximately as shown colored in orange on the attached Exhibit A; and all State's right, title and interest therein shall pass to City and maintenance, jurisdiction, and control thereover as a city street shall thereafter be assumed and performed by City and City's sole expense.

NOW, THEREFORE, BE IT AND IT IS HEREBY RESOLVED by this Commission as follows:

1. That by reason of the completion of the project on the Steel Bridge-S. W. Sheridan Street (Harbor Drive) Section of the Pacific Highway West, State Primary Highway No. 1W in Portland, Oregon, S. W. Harbor Way, a frontage road, of the former route of the highway is no longer needed by the State of Oregon and is not required as a portion of the right-of-way of the state highway system.

Adopted by Transportation Commission

Date 6-30-75

C. H. Head

2. That under the agreement entered into by the Oregon Transportation Commission and the City of Portland on December 19, 1973, S. W. Harbor Way as shown colored in orange on Exhibit A, is hereby duly eliminated as a frontage road of the Pacific Highway West and the state highway system, and all right, title and interest of the State of Oregon in S. W. Harbor Way hereby pass and vest in the City of Portland.

3. That pursuant to ORS 271.330, State shall relinquish to City any of its right-of-way in S. W. Harbor Way no longer needed for state highway purposes.

4. That the right-of-way of the existing Steel Bridge-S. W. Sheridan Street (Harbor Drive) section of the Pacific Highway West and that real property acquired by the State of Oregon, as shown colored in green on Exhibit A, is needed for right-of-way and other public purposes, and therefore, this Commission hereby declares and orders that possession of and title to all the land or area shown colored in green on Exhibit A shall be retained and held by the State of Oregon, by and through its Oregon Transportation Commission.

5. That this resolution be entered in full in the minutes and records of the Oregon Transportation Commission as Abandonment and Retention Resolution No. 552 this 30th day of June, 1975, and a duplicate copy hereof be mailed to the City of Portland.

160 746

Highway Division
File 8169
Misc C & A 4372
A & R 552

ORIGINAL

DEED

BOOK 2104 PAGE 2225

Under the terms of the Agreement dated December 19, 1973, between the STATE OF OREGON, by and through its DEPARTMENT OF TRANSPORTATION, Highway Division, hereinafter called "State" and the CITY OF PORTLAND, Oregon, a municipal corporation, hereinafter called "City", State does hereby convey unto City its right, title and interest in and to the portions of S. W. Harbor Way as provided for in said Agreement and further identified by heavy black lines on the accompanying print, number 8B-3-18.

Also by Abandonment and Resolution No. 552, dated June 30, 1975, State's right and interest in other portions of S. W. Harbor Way were transferred to City.

Dated this 31st day of March, 1988.

APPROVED AS TO LEGAL SUFFICIENCY

James J. Lucci
Assistant Attorney General

Date 3-31-88

STATE OF OREGON, by and through its
DEPARTMENT OF TRANSPORTATION,
Highway Division

By Steven Green
Steven Green, Right of Way Manager

STATE OF OREGON, County of Marion

March 31, 1988. Personally appeared Steven Green, who being sworn, stated that he is the Right of Way Manager for the State of Oregon, Department of Transportation, Highway Division, and that this document was voluntarily signed on behalf of the State of Oregon by authority delegated to him. Before me:

Thelma R. Osborne
Notary Public for Oregon

My Commission expires 1-30-89

PACIFIC HIGHWAY WEST MULTICOMMUNITY			
NO. ROAD	STATE	NUMBER	YEAR
10	OREGON	STATE	

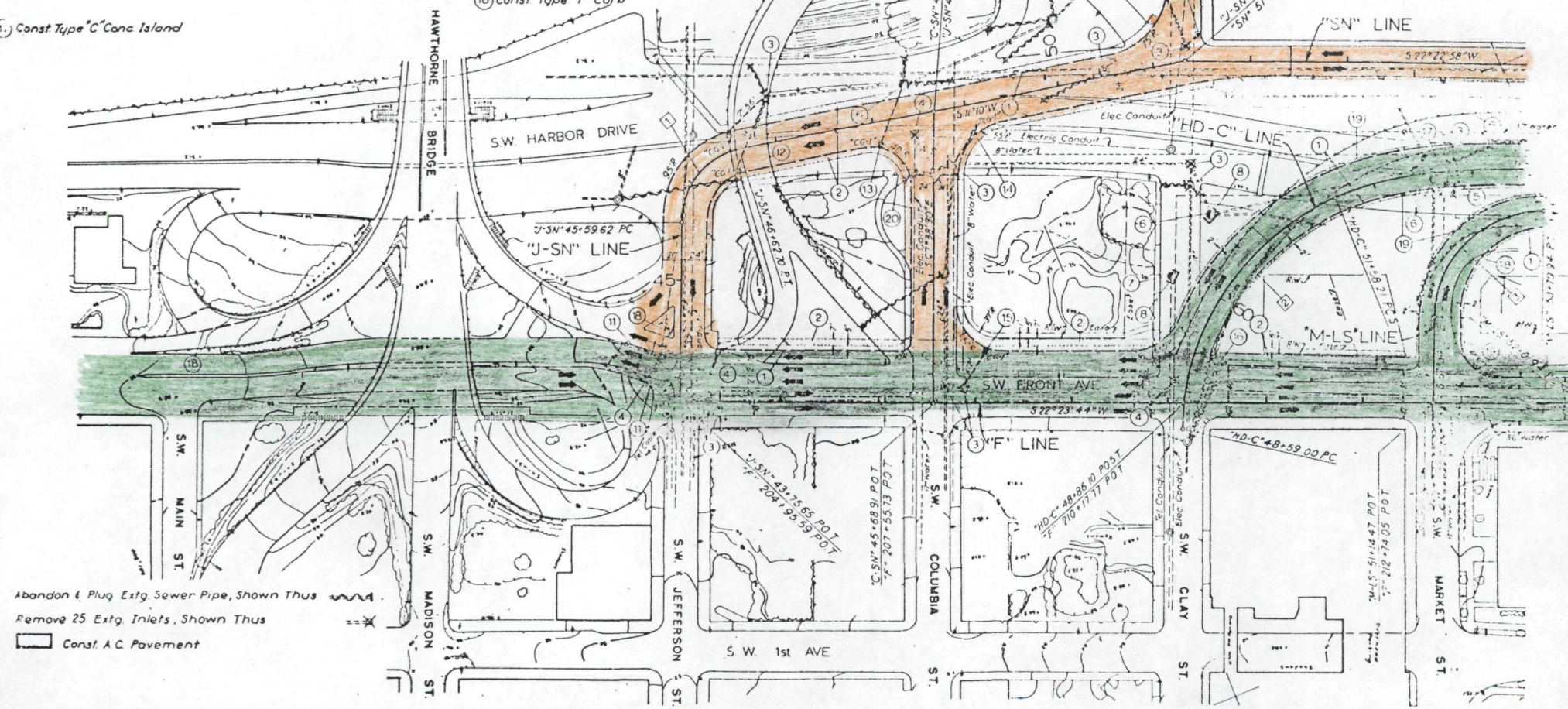
Revised 10-21-72 "F" Line Right of Way with 20' and 15' Deleted Painted Traffic Markings

- 1) Const Type "C" Curb
- 2) Const PC Conc Walk
- 3) Adjust Manhole
- 4) Adjust Manhole (By Others)
- 5) Remove Manhole
- 6) Reconst Manhole
- 7) Reconst Manhole (By Others)
- 8) Const Conc Slope Protector
Drg No. 2050
- 9) Adjust Inlet
- 10) Const Type "C" Conc Island
- 11) "J-SN" 46+50
Const 2 Type "CG-1" Inlets
With Special Grates
Inst 12" Sewer Pipe-140'
Tr Exc 50 CY
Under Pavt-50'
- 12) "J-SN" 48+00
Const Type "CG-1" Inlet
With Special Grate
Inst 12" Sewer Pipe-68'
Tr Exc 22 CY
Under Pavt-50'
- 13) "J-SN" 49+00
Const "CG-1" Inlet
With Special Grate
Inst 12" Sewer Pipe-40'
Tr Exc 14 CY
Under Pavt-40'
- 14) "F" 207+85
Const Type "CG-1" Inlet
With Special Grate
Inst 12" Sewer Pipe-44'
Tr Exc 10 CY
Under Pavt-20'
- 15) "F" 210+50
Const "CG-1" Inlet
With Special Grate
Inst 12" Sewer Pipe-80'
Tr Exc 30 CY
- 16) "HD-C" 52+75
Const Type "G-1" Inlet
Inst 12" Sewer Pipe-20'
Tr Exc 10 CY
- 17) Const Type "F" Curb
- 18) Const PC Conc Surfacing-Thkn-4"
- 19) Remove Guard Rail-140'

WILLAMETTE RIVER

- 1) "J-SN"
75' R.C.R
Δ 78° 45'
T 6:55'
- 2) "HD-C"
22° C.R
To 90° 01' 38"
Ts 268.25'
To 369.91'
220' Sp
S 24° 12'
a 100
- 3) "M-LS"
52° C.R
Δ 89° 57' 35"
T 110.11'

NOTE:
Contour Lines Shown
are Existing Ground



Sheet 1 of 3 sheets

- 1 Const Type "C" Curb
- 2 Const Type "F" Curb
- 3 Const Type "C" Conc Island
- 4 Adjust Manhole
- 5 Reconst Manhole
- 6 Adjust Inlet
- 7 Coo Inlet
For Detail, See Sheet 2C
- 8 "M-LS" 54+00
Const Type "G-1" Inlet
Inst 12" Sewer Pipe -150'
Tr Exc 50 CY
- 9 "HD-C" 56+50
Const 2 Type "CG-1" Inlets
Inst 12" Sewer Pipe -222'
Tr Exc 70 CY
Under Pavt - 90'

- 10 "HD-C" 60+25
Const 2 Type "G-1" Inlets
Inst 12" Sewer Pipe -48'
Tr Exc 15 CY
- 11 "LN-HD" 61+75 & 62+60
Const 2 Type "G-1" Inlet
Inst 12" Sewer Pipe -80'
Tr Exc 25 CY
Under Pavt -80'
- 12 Const Type "G-2M4" Inlet
Const 2 Type "G-1" Inlets
Inst 12" Sewer Pipe -90'
Tr Exc 30 CY
Under Pavt -50'
- 13 Const PC Conc Surfacing
Thkn -4"
- 14 Adjust Manhole
(By Others)

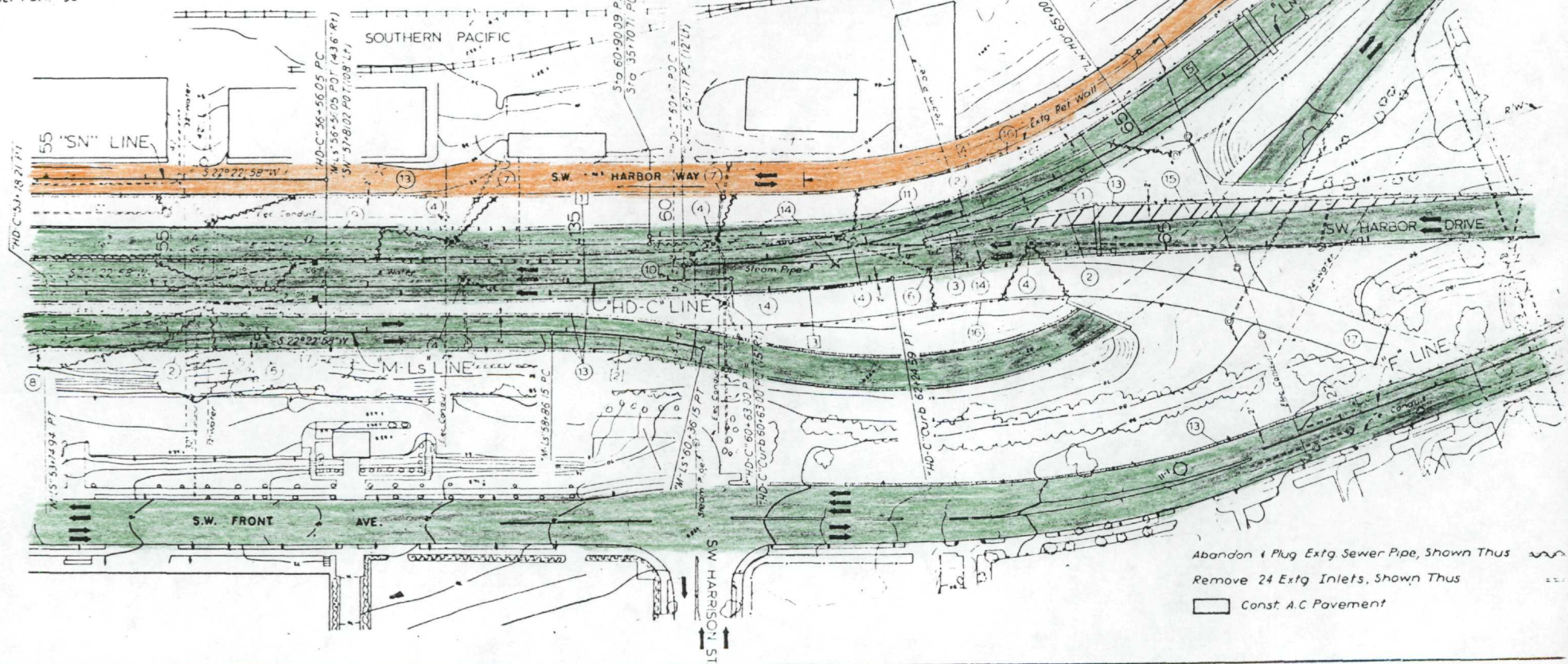
- 15 Painted Traffic Markers
(By Others)
- 16 Remove Guard Rail -700'
- 17 Abandon & Backfill Extg
Rigid Frame Structure
For Details, See Sheet 2C
Selected Granular Bkfill Mat'
Emb In Place 1170 CY




- 1 "HD-C"
0° 30' CL
Δ 2° 02' 11"
T 203.49'
- 2 75"
8° CR
Δ 12° 00'
T 75.28'
- 3 "HD-C" Curb
4° CL
Δ 6° 27' 49"
T 80.89'
- 4 "LN-HD"
6° C
To 34° 59' 12"
- 5 "LN-HD"
200' Sp
56° 00'
O 30'

SEC 3, T1S, R1E, WM
PORTLAND

NOTE:
Contour Lines Shown
are Existing Ground

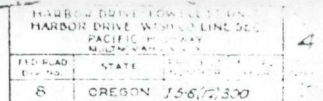
STREET & HIGHWAY MAP OF PORTLAND, OREGON				
PACIFIC HIGHWAY WEST				
100 ROAD	STATE	NO.	MILES	NO. AL.
10	OREGON	STATE		



Abandon & Plug Extg Sewer Pipe, Shown Thus 
 Remove 24 Extg Inlets, Shown Thus 
 Const. A.C. Pavement

Sheet 2 of 3 sheets

- PORTLAND -



Sheet 3 of 3 sheets

7845



ROBERT W. STRAUB
GOVERNOR

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310
March 10, 1976

Oregon State Treasurer
103 State Capitol Bldg.
Salem, OR 97310

Attention: Merle Crowe

Re: Lord Bros. Contractors, Inc.
Contracts 7832, & 7845

Contracts 7832 and 7845 have been finalized with the contractor, Lord Bros. Contractors, Inc. Please cancel your safekeeping receipts #661, \$15,000 and #884, \$5,000, applying to contracts 7832 and 7845 respectively.

Vernon E. Skoog
Controller

by

Janice Peterson
Contract Payments Executive

JP:pl

cc: Lord Bros. Contractors Inc.

bc: C. W. Head R. Church
J. Bond C. Barrett
File Copy

NOTED
C. W. HEAD

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

February 25, 1976

FILE:

FROM:

R.D. Church for
 C. T. Keasey
 Construction Engineer

SUBJECT:

Highway Project
Acceptance

TO:

F. B. Klaboe, Administrator
and State Highway EngineerContract No. 7845, Work Completed May 23, 1975Project Steel Bridge-S.W. Sheridan St. (Harbor Dr.)Highway Pacific West, County MultnomahType of Work Grading, Paving, Str. & Traffic Control DevicesContractor Lord Bros. Contractors, Inc.Recommended Acceptance Date February 24, 1976

The contractor has completed all work according to specifications and
 I recommend your acceptance of the project.

RDC:md

 cc: E. S. Hunter
 H. S. Coulter
 W. J. Hart
 R. D. Church

APPROVED

E. S. Hunter

Date

 NOTED
 2-27-76
 E. S. HUNTER

RECEIVED STATE HWY ENGR							
FEB 26 '76							
REFER TO							
FOR							
Info	Inves	R/D	D/R	Sign	Act	File	

Letter written

3-1-76

7845
March 1, 1976

General Insurance Co. of America
Portland Service Office
1500 S.W. 1st Ave.
Portland, OR 97201

Gentlemen:

Contract No. 7845 awarded to Lord Brothers Contractors, Inc., for work on the Steel Bridge-S.W. Sheridan St. (Harbor Drive) Section of the Pacific Highway West in Multnomah County was completed on May 23, 1975, and accepted by the Administrator and State Highway Engineer on February 24, 1976.

Final payment in the amount of \$.44 will be released to the contractor after March 6, 1976. The total contract amount is \$1,901,093.92 including \$44,817.77 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

C. W. Head
COMMISSION SERVICES

sr

cc Lord Brothers Contractors, Inc.
437 N. Columbia Blvd.
Portland, OR 97217

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
R. N. Bothman

7845

R

Salem, Oregon

June 10, 1975

C. T. Keasey, Construction Engineer

Bob Church
Contract Payments

Request Contract Acceptance

Contract 7845 , Work Completed 5-23-75

Project Steel Br.-S.W. Sheridan St.

Highway Pacific West

County Multnomah

We request you return a signed copy of this letter indicating acceptance or list conditions that would prevent your acceptance of the contract work.

Acceptance Date _____

Conditions not acceptable:

Construction Engineer

cc: Don Harwell
J. R. Oakes
Virgil Boyd
John Jenkins
Donald L. Trout

COUNTY Multnomah

PERCENT OF AUTHORIZATION 99__%

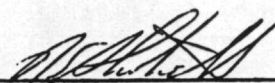
SATURDAY	7	0		
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GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	No Activity all week. Project complete 5-23-75.
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

STATUS: Complete. This is the last Field Engineer's Weekly Report.

SIGNED  1101 North Russell Street
 LOCATION Portland, Or 97227
 Robert E. Shotwell, Resident Bridge Engineer

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

Steel Br. - S.W. Sheridan St

Week Ending - JUNE 7, 1975

Contract No. 7845 Prefix No. 26-1104 Br. No. 2733K

No.	Name of Item	100%	% Complete	No.	Name of Item	Quant.	% Complete
1	Temp. Protection and Direct. of Traff.	100%		39	Class "A" Concrete in Walls	400	
2	Mobilization	100%		40	Reinforced Concrete Bridge End Piers	80	
3	Removal of Struc. and Obstructions	100%		41	Reinforcement	100%	
4	Embankment in Place	100%		42	Reinforcement in Walls	40,000	
5	Trench Excavation	560		43	Steel Railing	1300	
6	Furnish & Place Topsoil	1118		44	Deck Overlay	100%	
7	Watering			45	Pedestrian Handrail	41.8	
8	Bit. Base Mixture	7,100		46	Single Tube Handrail	25.7	
9	Asphalt in Bit. Base Mixture	390		47	1 1/2-Inch Electrical Conduit	453	
10	1"-0 Aggregate Base	1,720		48	Removal of Exist. Sign Install.	100%	
11	Class "B" Asphalt Concrete Mixture	2505		49	Painted Wood Sign Posts	100%	
12	Class C Asphalt Concrete Mixture	3,330		50	Sign Support Footings	100%	
13	Asphalt Cement in Mixture	332		51	Breakaway Sign Posts	100%	
14	Asphalt in Tack Coat	5,330		52	Single Sign Supports	100%	
15	12-Inch Sewer Pipe	1600		53	Double Sign Supports	100%	
16	Extra for Pipe Under Pavement	450		54	Sign Br. at S.W. Taylor St.	100%	Deleted
17	Concrete Inlets, Type G-1	189		55	Cant. Sign Struc. "Ln-HD" 60+00 ft.	100%	
18	Concrete Inlets, Type CG-1	15		56	Cant. Sign Struc. "F" 207+18 ft.	100%	
19	Concrete Inlets, Type G-2MA	1		57	Cant. Sign Struc. "F" 205+30 ft.	100%	Deleted
20	Concrete Inlets, Type P	2		58	Cant. Sign Struc. 45' N. of Island	100%	
21	Concrete Slope Protectors	1		59	Cant. Sign Struc. "HSF" 79+60 ft.	100%	
22	Concrete Walks and Surfacing	3,900		60	Cant. Sign Struc. 25' S. of Island Nose	100%	
23	Concrete Curbs	326		61	Structure Mounts	100%	
24	Concrete Islands			62	Type "A" Signs in Place		
25	Adjusting Manholes	24		63	Type "C", "D" and "R" Signs in Place		
26	Reconstructing Concrete Manholes	14		64	Type "E" and "EE" Signs in Place		
27	Adjusting Inlets	14		65	Type "H" Signs in Place	9	
28	Capping Inlets	3		66	Type "I" Signs in Place		
29	Capping Manholes	3		67	Type "M" Signs in Place		
30	Roadside Seeding & Mulching			68	Type "U" Signs in Place	84	Deleted
31	Bridge Removal Work	100%		69	Sign Illumination Equipment	100%	
32	Timber Detour Structure	100%		70	Thermo Plastic Pavement Arrows	1	Deleted
33	Shoring, Cribbing, Etc.	100%		71	Removal of Exist. Illum. Install.	100%	
34	Structure Excavation			72	Roadway Light, Poles, and Foundations	100%	
35	Structure Exc. Below Elev. Shown			73	Luminaires and Ballasts	100%	
36	Furnish Treated Timber Piling	6,000		74	Switching, Conduits, Wiring, Lamp	100%	
37	Drive Treated Timber Piles	120		75	Traff. Signal Install. Complete.	100%	
38	Class "A" Concrete	100%					



BOB STRAUB
GOVERNOR

F. B. KLASOE
Administrator of Highways

OREGON STATE HIGHWAY DIVISION

METROPOLITAN SECTION • 5821 N.E. GLISAN • PORTLAND, OREGON 97213

May 30, 1975

HON. CONNIE MC CREADY
Commissioner
Department of Public Works
City of Portland
1220 Southwest Fifth Avenue
Portland, OR 97204

Subject: Steel Bridge-Sheridan Street Section (Front Avenue)

The contractor on the subject project, which involved the closure of Harbor Drive and diversion of traffic to Front Avenue, will complete the project June 2.

The State obligation, insofar as reconstruction of the north and south connections of Front Avenue as stipulated in the agreement between the State and the City pursuant to Ordinance No. 137533 passed by the City Council on November 28, 1973, has been met.

According to the terms of the agreement the State shall perform sanding operations at such time as weather conditions warrant, and shall remove snow from the travelway to a berm in the center area of the street. The State is also responsible for maintaining the signing and striping.

The third obligation of the State is to provide for transfer of all the State's right-of-way and interest, if there be any, on Southwest Harbor Way, to the City with all jurisdiction, maintenance and control passing to the City.

An agreement to accomplish this effort has bounced from various responsibilities in the City, including Lloyd Anderson then Commissioner of Public Works, and I believe currently rests in the Mayor's office (my last discussion was with Alan Webber).

The basic problems with that agreement involved the use of the land being transferred to the City, and lengthy development of plans for the riverfront. I will attempt to re-initiate effort towards transfer of that right-of-way.

RECEIVED

JUN 3 1975

Office of
Assistant State Highway Engineer

NOTED
H.S. CO. 117

McCready
Front Avenue
5/30/75
page 2

Under the same agreement the City is obligated to clean the street, maintain the storm sewer system, pay the cost of electrical energy, remove the snow berm, and have full jurisdiction and control of those portions of the right-of-way including sidewalks which are located outside the curb line.

The City is also obligated to accept total jurisdiction and maintenance of Southwest Harbor Way.

The City should take the necessary steps to maintain the new area that is seeded and under irrigation.

A handwritten signature in cursive script, appearing to read "R. N. Bothman".

R. N. BOTHMAN
Metropolitan Engineer

ebg

cc: H. S. Coulter
E. L. Hardt
Cowles Mallory

7845



OREGON STATE HIGHWAY DIVISION

BOB STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

METROPOLITAN SECTION • 5821 N.E. GLISAN • PORTLAND, OREGON 97213

May 30, 1975

HON. NEIL GOLDSCHMIDT
Mayor, City of Portland
1220 Southwest Fifth Avenue
Portland, OR 97204

ATTENTION ALAN WEBBER

Subject: Steel Bridge-Sheridan Street Section (Front Avenue)

The State's work and obligation, in accordance with the agreement between the State and the City, has been met on the subject project.

I have indicated to Commissioner McCready that the City should assume maintenance, in accordance with the agreement, of those areas previously occupied by Harbor Drive, now seeded to lawn and under irrigation.

One uncompleted element of the agreement provides for transfer of the property to the City, which will be necessary for the future development of the area for parks, etc. My last conversations were with you on that subject. I would appreciate it if you would start whatever response is necessary to the proposed agreement providing for the transfer of the property to the City in order that we can complete that element.

R. N. BOTHMAN
Metropolitan Engineer

ebg

cc: H. S. Coulter
L. W. Rulien
E. L. Hardt

NOTED
H.S. COULTER

RECEIVED

JUN 10 1975

Office of
Assistant State Highway Engineer

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
October 22, 1974
Portland, OR 97213FILE: Case file
Contract:
7845FROM: R. N. BOTHMAN *ebg*
Metropolitan EngineerSUBJECT: City of Portland
sidewalk requestTO: H. S. COULTER
Asst. State Hwy. Engineer
OperationsNOTED
H. S. COULTER

SALEM

Please find attached a request from the City of Portland for an additional sidewalk on the two ramps from Front Avenue to the Hawthorne Bridge.

This proposal is consistent with the bikeway plan for the City of Portland, and has been reviewed and, I believe, tentatively approved by Jim McClure.

However, the cost for construction of this bicycle path, at a cost of \$6,000 within the existing project authorization, will require approval from your office.

I recommend that we do proceed with the construction of the bicycle path, and that additional monies are provided for this work.

ebg

attachment

Approved 10-22-74

Asst. State Hwy. Engr.*For sure and keep separate
costs so monies can be accounted*


RECEIVED: Bicycle Funds —

OCT 25 1974

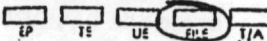
Office of
Assistant State Highway Engineer10-29-74
City Metro
Construction



September 18, 1974


METROPOLITAN ENGINEER

SEP 26 1974



OFFICE OF
THE MAYOR

NEIL GOLDSCHMIDT
MAYOR

1220 S. W. FIFTH AVE.
PORTLAND, OR. 97204
503 248 - 4120

Mr. Robert Bothman
Metropolitan District Engineer
Oregon State Highway Division
5821 N.E. Glisan Street
Portland, Oregon 97213

Dear Mr. Bothman:

It has recently come to my attention that efforts of the Oregon State Highway Division to reconstruct portions of the west approach of the Hawthorne Bridge, vis-a-vis the Harbor Drive project, directly coincide with a current project of Portland's Bicycle Facilities Program.

As you may know, poor pedestrian and bicycle access to the west end of the Hawthorne Bridge has long been a problem due to the termination of the bridge sidewalks near the bridge head. The City would like to extend the sidewalks into the roadway as illustrated in the accompanying drawings, and thus connect them to existing ground level sidewalks at Front Avenue near Main Street on the north side and at Front Avenue and Jefferson Street (Harbor Way) on the south.

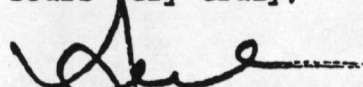
This proposal is consistent with the adopted bikeway plan of the City of Portland, Bicycle Facilities for Portland, and is a part of the top priority project on this year's Bicycle Facilities Capital Improvement Plan as adopted last spring. The proposed ramp alterations have the unanimous acceptance of the City's Bicycle Advisory Committee and the tentative approval of both the City Engineer's Office and the Bureau of Traffic Engineering. The alteration as proposed by the Bicycle Program is strongly related to the redevelopment and future use of Harbor Drive, and thus to your project now underway. For that reason, and in order to achieve both timely execution and cost savings available because of the presence of your contractors now on the site. I would like to request, on behalf of the City, that the proposed sidewalk extension be incorporated in the State's current construction work for that area.

Mr. Robert Bothman
September 18, 1974
Page 2

A detailed cost estimation for this proposal has not been done, yet it seems unlikely that the construction cost would exceed \$6,000. Funding of the project has been discussed with Jim McClure of your location section in Salem. He indicated that it would be possible to tap the State Bikeway and Foot Path Fund, if it were necessary to do so.

Should you need further assurances, documentation, or information from the City on this matter, please contact Ernie Munch of the Bureau of Planning.

Yours very truly,



Neil Goldschmidt
Mayor

NG/EM/gr

cc: Jim McClure, Location Engineer OSHD, Salem
Bill Monahan, Acting City Engineer
Don Bergstrom, Traffic Engineer
Bob Scotton, Chairman, Citizens Bicycle Advisory Committee

SW FIRST AVE.

SW FRONT AVENUE

EXIST'G SIDEWALK

SW HARBOR DRIVE



RIVER

MAIN ST

(CLOSED)
EXTEND SIDEWALK
4' INTO ROADWAY

MADISON ST APPROACH

HAWTHORNE

EXTEND SIDEWALK
4' INTO ROADWAY

INSTALL CURB CUT
ACCESS RAMP

COLUMBIA ST.

WEST APPROACH TO
HAWTHORNE BRIDGE

7845

October 10, 1974

Lord Bros. Contractors, Inc.
P. O. Box 17197
Portland, OR 97217

Gentlemen:

We have reviewed your request for an extension of time on Contract No. 7845 for work on the Steel Bridge-S.W. Sheridan Street, Pacific West Highway in Multnomah County.

Careful consideration was given to the reasons you submitted. In light of the available facts, an extension of 300 days is granted now because of added work orders, sign changes, and material delay.

Very truly yours,

F. B. Klaboe
Administrator and
State Highway Engineer

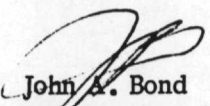
bc: A. E. Johnson
H. S. Coulter
C. T. Keasey
V. L. Gallagher
Bob Bothman

JAB:fr dpy

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
October 4, 1974

FILE: CON 5 # 7845

FROM:


John A. Bond
Construction Administration Engineer

SUBJECT: Steel Bridge-S.W. Sheridan Street
Contract No. 7845
Request for Time Extension

TO:

H. S. Coulter
Assistant State Highway Engineer

Lord Bros. Contractors, Inc. has made formal request for 385 days additional time based on a two-page listing of reasons which could be summarized as added orders, late opening of the Fremont Bridge, sign changes, changes at Front Avenue and Couch Streets and an apparent anticipated delay in securing sign structure material.

This project had an unusual time control in that the 125 straight calendar days allowed was to start when Fremont Bridge was opened to traffic. The time therefore started November 15, 1973 at which time the contract was 38 percent complete. Then in May of this year, the contractor was given a retroactive stop work order which deleted the count of any time from December 30 to March 20 because of unsuitable weather for grading and paving. Actually during this interval of time, the contractor performed about 4 percent of the contract work. Another 5 weeks in June and July of this year was not counted during labor disputes (cement masons and ironworkers). Therefore, as of the end of this week, we will have about 180 days counted and the contract is about 75 percent complete.

You will recall we just had to request an additional authorization for this project because of the accumulation of added orders. We are up to Price Agreement No. 13 and Extra Work Order No. 15 on the project. As indicated in the Resident Engineer's analysis, some of the revisions related to signing and structures have aggravated the material delay factor. The 125 days allowed expired August 12 this year at which time the project was considered 67 percent done. The 340 day extension recommended by both the Resident Engineer and the Region office would run clear to late next July, yet they are carrying an estimated completion date of November of this year. I have discussed this further with Bothman and find that we should get on the final traffic pattern this year but it will take a month or so of good weather to complete removal and backfill of Harbor Drive on north end. This along with the signing delays indicates a project completion late next spring. I note that one of the sign supports has not yet been fabricated and was delayed by our changes. I recommend we approve a 300-day extension now subject to reconsideration if additional time is actually needed. This will run to mid-June, 1975. This is a State project. Rough draft letter to the contractor on the above basis is attached.

JAB:fr

Att.

cc: V. L. Gallagher

RECEIVED

OCT 4 1974

Office of
Assistant State Highway Engineer

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding
Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7845 Contractor Lord Bros. Contractors, Inc.

Highway Pacific West

Section Steel Br. - S.W. Sheridan St.

Kind of Work Grade, Pave, Structure, Lighting, Traffic Signals

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or GRANTED. The reasons for such recommendation are as follows:

Recommend 300-day extension now subject to reconsideration if additional time is actually needed. This will run to mid-June, 1975. This is for added orders and plan changes.

Recommended for Approval:

Division Engineer

Construction Engineer or
Assistant Engineer

State Highway Engineer

Contract No. 7845

Project designation State
State-Federal

Date awarded November 9, 1972

Work started November 27, 1972

Per cent completed 67.0 Date 8-5-74

No. of Workdays Allowed 125

No. of Workdays Used 131

No. of Added Workdays Requested 385

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date August 12, 19 74

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from *..... days to *..... days, within which to complete our Contract No. 7845, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

***SEE ATTACHED LETTER OF AUGUST 8, 1974**

Respectfully submitted,

LORD BROS. CONTRACTORS, INC.

Contractor

By

George H. Lord
GEORGE H. LORD, VICE-PRESIDENT

CONSENT OF SURETY

Date August 12, 1974

We, GENERAL INSURANCE COMPANY OF AMERICA

, AS

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

M. Mowrey
M. Mowrey

Attorney-in-fact

Resident Agent

(SEAL)

7845

**OREGON STATE
HIGHWAY DIVISION**

File: 7845

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE September 20, 1974

TO Oregon ~~State Highway~~ ^{Transportation} Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT Steel Bridge-S.W. Sheridan Street
Contract No. 7845
Request for Project Authorization

We now expect a 12 percent overrun or \$226,564.25 to a new total of \$2,120,000 on this project. The project is about 70 percent complete, with completion expected late this fall and Lord Bros. Construction, Inc. is the contractor.

Four added orders covering unplanned changes on old Harbor Drive amount to almost \$154,000. These are for the removal of the street pavement, filling back with embankment and topsoil, seeding and mulching, and provision for some irrigation of the area. An accumulation of ten other price agreements and about twelve extra work orders covering many more minor changes in signals, channelization, signing, and drainage have used up the contingency fund available under the original authorization. This is a State project.

I request your approval of a \$226,564.25 increase in the contract authorization. This will be on the agenda for your consideration at the September 25 meeting.

bc: C. W. Head
G. M. Baldwin
A. E. Johnson
H. S. Coulter
C. T. Keasey
V. E. Skoog
Vince Gallagher
E. L. Hardt
Gary Sund
Bob Whipps

JAB:fr dpy

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

September 18, 1974

FILE:

FROM:

John A. Bond

Construction Administration Engineer

TO:

H. S. Coulter

Assistant State Highway Engineer

SUBJECT:

Steel Bridge-S.W. Sheridan Street

Contract No. 7845

Request for Authorization

Herewith form E-472 covering the expected overrun on this project. We now expect a 12 percent overrun or \$226,564.25 to a new total of \$2,120,000. The project is now about 70 percent complete with completion expected late this fall (November).

Four added orders covering unplanned changes on old Harbor Drive amount to almost \$154,000. These are for the removal of the street pavement, filling back with embankment and topsoil, seeding and mulching and provision for some irrigation of the area. An accumulation of ten other price agreements and about twelve extra work orders covering many more minor changes in signals, channelization, signing and drainage have used up the contingency fund available under the original authorization. The contract is also overrunning on time and you will note the form shows about \$50,000 additional for engineering. The above figures do not include anything for future contingencies. There has already been considerable contact with Administration concerning the Harbor Drive changes which are the main reason for the over-all project overrun. This is a State project.

A rough draft letter to the Transportation Commission is attached.

JAB:fr

Att.

cc: V. L. Gallagher

RECEIVED
SEP 18 1974
Office of
Assistant State Highway Engineer

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Portland, Oregon
August 20, 1974

FILE:
NOTED
H. S. COULTER

FROM: R.N. BOTHMAN
Metropolitan Engineer

SUBJECT: Harbor Drive

TO: MEMO TO THE FILE

ORIGINAL SIGNED BY R.N. BOTHMAN

Fred Klaboe advised to proceed with backfilling and seeding and mulching the Harbor Drive area vacated by the construction. He advised to proceed along the guidelines of my earlier correspondence which provides for backfill, irrigation, seeding & mulching, and (incidentals) for drainage.

Apparently the City will participate in the amount of \$35,000, which is approximately 1/2 of the cost to restore the area excluding the removal of the pavement. The arrangements for this financing will be handled a later date.

Mr. Klaboe advised to proceed expeditiously in order to complete the work this fall.

Price agreements and Extra Work Orders have been initiated for the work except the sprinkling system presently being designed by the City of Portland. There is a possibility that this system could be installed by the City, which possibility should be pursued. If this route is followed, a State Force Order will be initiated to provide for the installation of the sprinkling system.

RNB:kc

cc Coulter
Keasey
Shotwell

RECEIVED

AUG 23 1974

Office of
Assistant State Highway Engineer

OREGON STATE HIGHWAY DIVISION

5821 NE. Glisan St., Portland 97213

August 13, 1974

FILE:

I.
H. S. WOOLICH

August 19, 1974

ROBERT J. HUNTER

Resident Engineer

BY C. T. KEASEY
Construction Engineer

CHUCK LEBEAUGH

Assistant Resident Engineer

MARION A. CRAFT

Metro Construction Engineer

R. N. [unclear]

Metropolitan Engineer

SUBJECT: LANDSCAPE HARBOR DRIVE
Steel Br.-SW Sheridan St.
Contract No. 7845

Steel Br.-S.W. Sheridan St.

Contract No. 7845

Price Agreement 12 & Extra Work Order 15 of Project and a checklist of information. This P.A. is written to cover a portion of the work required to landscape the old Harbor Drive area.

Attached for your approval is price agreement no. 12 and extra work order no. 15 for this project. The extra work order is necessary to take care of items which could not be covered or anticipated in price agreements 11 and 12, such as fence repair, modify drainage, remove buried footings, etc. The price agreement is to provide embankment fill material, topsoil and seeding and mulching of the filled area. This work in this area is being done by authority of a letter from E. S. Hunter, a copy of which was recently sent to you. We have been pushing this work pretty hard since the instructions were to get the area seeded and mulched this Fall, with the details of percentage of participation of payment to be worked out by officials of the Highway Division and the City of Portland. Most of the embankment has been placed and leveled out, and we plan to finish the embankment, but hold off on the topsoil and seeding and mulching until an agreement is reached.

Bob Shotwell's office has looked over the unit prices and is satisfied that they are as good as we could expect on a project of this kind.

Your approval of this price agreement and extra work order is recommended.

RECEIVED

AUG 26 1974

Office of
Assistant State Highway Engineer

METROPOLITAN ENGINEER

AUG 21 1974

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Attachment

8/23
Keasey - will
prepare per
attached memo
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7845

OREGON STATE HIGHWAY DIVISION

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Steel Br. - S.W. Sheridan Street ✓ Date August 12, 1974
 Highway Pacific West Contract No. 7845 ✓
 County Multnomah Prefix 26-1104 ✓
 Contractor Lord Bros. Contractors, Inc. F. A. Project No. State ✓
 Address P.O. Box 17197, Portland, Oregon 97217 Order No. 15 ✓

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Remove concrete footings, saw concrete, repair fence, modify drainage and other minor items required to landscape the Old Harbor Drive Area.

Location by station numbers:

"HS-F" 82+00 to "F" 205+00 (Harbor Drive between Hawthorne Br. & Burnside Br.)

Estimate of quantities and cost:

Landscape Harbor Drive:

Labor	\$3,500.00
Equipment	1,000.00
Materials	<u>1,500.00</u>
Total	\$6,000.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

The pavement removal and landscaping were not part of the original contract. The above listed items are things which are not covered by Price Agreements No. 11 and 12.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After final approval of the order, the Salem office will send one copy to the contractor, one to the Regional Engineer and one to the Resident Engineer.

Project authorization	\$1,893,435.75	Space to right of this line is for use of Salem Office
Present estimate of project cost, including		
\$6,000.00 for work under this order	\$2,051,453.37	
Expected XXXXXXX over-run amount	\$161,017.57	
Expected XXXXXXX over-run per cent	8.503	

Robert E. Shotwell, Resident Engineer

Submitted by: Chuck L. Plank Asst. Resident Engineer

Approval Recommended: _____ For: _____ Construction Engineer or Bridge Engineer

Approval Recommended: Michael J. Zitzewitz Regional Engineer

Approved: For: _____ Construction Engineer.

cc: Zitzewitz

AD



**OREGON STATE
HIGHWAY DIVISION**

METROPOLITAN SECTION • 5821 N.E. GLISAN • PORTLAND, OREGON 97213

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

July 18, 1974

HONORABLE NEIL GOLDSCHMIDT
Mayor, City of Portland
1220 SW 5th Avenue
Portland, Oregon

ATTN: ALAN WEBBER

HARBOR DRIVE

In an attempt to remove Harbor Drive from the face of Portland and cover it with a seeded area this year, I have started our contractor removing pavement, curbs, islands and sidewalks as shown on the attached plan and will shortly commence to negotiate for the leveling, placing of top soil, perhaps a sprinkler system, and seeding and mulching.

The attached plans were developed in concert with members of your staff and the Highway Division staff; however, if you have any specific additions or deletions to the attached plans, I need to have that information immediately.

ORIGINAL SIGNED BY R. N. BOTHMAN
R. N. BOTHMAN
Metropolitan Engineer

RNB:ar

Attachment

cc ✓ H. S. Coulter

RECEIVED NOTED
JUL 19 1974
H.S. COULTER
K
Office of
Assistant State Highway Engineer

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Portland, Oregon 97213
July 15, 1974Coulter
FILE:FROM: R. N. BOTHMAN ORIGINAL SIGNED BY R. N. BOTHMAN
Metropolitan EngineerSUBJECT: REMOVAL OF HARBOR DRIVE
STEEL BR. - SW SHERIDAN ST.
CONTRACT NO. 7845TO: C. T. KEASEY
Construction Engineer

Your approval is requested on the attached Price Agreement No. 11 on subject contract to provide for removal and disposal of roadway pavement, curbs, islands and sidewalks on Harbor Drive between NW Couch and SW Jefferson.

The pavement being removed consists of 4"-7" of asphaltic concrete on top of 7" non-reinforced concrete. In addition there is a center divider of concrete.

Justification is provided for the cost of this removal including the cost of removal of the rubble from Harbor Drive.

The Price Agreement includes removal of the pavement between the curbs on the subject section, leaving the curbs, sidewalks and lighting in that improvement outside of the curbs in place at this time. The wall removal consists of a wall in the vicinity of the old Journal building site. The curb removal consists of removal of ties between Harbor Drive and Front Avenue.

Proposed is approval of this initial Price Agreement for the removal of the existing pavement. The estimated cost to complete the embankment to backfill the 14" plus curb exposure in the Harbor Drive Street area including 6" of topsoil and a sprinkler system adjusting inlets to provide proper drainage and to provide access roads to the sewer pumping station and the Hawthorne Bridge tender parking area, with 10 percent contingency, is \$79,000. It is broken down as follows:

Embankment: 12,000 cu.yds. @ \$2.00/cu.yd. =	\$24,000.
Top Soil: 6,000 cu.yds. @ \$4.50/cu.yd. =	27,000.
New Curbs: 15 cu.yds. @ \$16.00/cu.yd. =	900.
Sprinkler system to provide water for rainbird sprinklers from Front Avenue =	14,000.
Adjust inlets for proper drainage: 7 @ \$100.	700.
Adjust manholes: 4 @ \$100. =	400.
Base rock for access road: 70 tons @ \$6.00 =	420.
Class B Asphaltic Concrete for access roads: 56 tons @ \$13.00/ton =	728.
Asphaltic Cement in Mix: 4 tons @ \$60./tn =	240.
Seeding & Mulching: 8 acres @ \$400./acre =	3,200.

ESTIMATED TOTAL INCLUDING 10% CONTINGENCY

\$79,000.

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Office of
Assistant State Highway EngineerNOTED
H.S. COULTER
K

C. T. KEASEY
July 15, 1974
Page 2

We have instructions to complete the seeding and mulching this fall. It was necessary to immediately start the contractor on the pavement removal; that work has been underway for approximately two weeks. Records have been kept so that if the Price Agreement figure does not meet with your approval the work can be done by Extra Work.

Your direction in proceeding with the additional work items to complete the project is needed expeditiously so that a price agreement can be written for that work.

Anticipated for the entire project, including \$140,000 for the removal of the pavement and seeding and mulching of Harbor Drive, is \$93,817, a 5 percent overrun of the entire project.

ar

Attachment

cc F. B. Klaboe
E. S. Hunter
~~H. S. Coulter~~

7845



OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

July 3, 1974

F. B. KLABOE
Administrator of Highways

Mr. Robert C. Hyle, Manager
Department of Public Utilities
Bureau of Water Works
1800 S. W. Sixth Avenue
Portland, Oregon 97201

Re: Water Main Relocation
Steel Bridge-S. W. Sheridan St.
Pacific Highway West
Multnomah County
Contract No. 7845

Gentlemen:

Your revised estimate and sketch map for the adjustment of your facilities in S. W. Harbor Way on this project, as submitted with your letter of June 21, 1974, have been approved by the State. This will confirm our verbal authorization to proceed with the work as of May 30, 1974.

Reimbursement for the work performed on and subsequent to May 30, 1974, will be made subject to the provisions of PPM 30-4 upon receipt of your final billing. This bill must follow as closely as possible the order of items set forth in your estimate.

The beginning and completion dates of this work and reference to this letter by date and subject should be clearly shown on the bill.

Very truly yours,

Jack M. Cartwright
Jack M. Cartwright
Utility Office Engineer

JMC:kas

bc: ~~C. L. Green~~
R. L. Schroeder
V. L. Gallagher
V. E. Skoog Attn: Jess Jones
R. N. Bothman
Robert Shotwell
M. J. Klotz
Jack Hesla

NOTE TO MUE & RES. ENGR: Work
will be performed under SFO # 1
dtd 12-15-72.

NOTED
R. L. SCHROEDER

RECEIVED
JUL 3 1974
Office of
Assistant State Highway Engineer

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Portland, Ore. 97213

JULY 28 1974

June

FILE:

NOTED

FROM: R. N. Bothman ORIGINAL SIGNED BY R.N. BOTHMAN
Metropolitan Engineer

SUBJECT: HARBOR DRIVE

H. S. COULTER

TO: MEMO TO THE FILE

Met on site this date with Allan Webber (Mayor's office), Dick Brainard (Planning Bureau), and Marion Craft and Bob Shotwell to discuss the removal items on Harbor Drive.

Dick Brainard will review our proposed items as outlined in my previous memo this date and give us a reaction next week.

Initial reaction was that the City and Planning Bureau did provide for leaving the dip at the Journal building to form an outdoor amphitheater location during the interim period. With this in mind, I advised Shotwell that we should get initial quotations with the idea that all of the concrete would have to be removed from the site. I thought he might also pursue the possibility of an alternate bid with the idea of filling the hole, which would represent about 10,000 yards.

The second change to my earlier memo would be that all the sidewalks be left in place. General agreement seemed to be that the sidewalks running north and south adjacent to Harbor with the lighting in the sidewalks would be an asset during the interim period, allowing people to ride bicycles and walk through the park area. I advised Shotwell to revise the earlier memo to leave all the existing sidewalks in place.

Definite consensus was that the lighting should be left in place.

Shotwell will continue negotiations with the contractor on this basis.

At this date approximately 30 test holes were made to determine the content of Harbor Drive. General finding was 4-7" of asphalt and 7" of concrete through the entire width of the section. It might be anticipated that the estimate for removal might exceed our earlier estimates; however, this is yet to be determined.

cc E. S. Hunter
H. S. Coulter
R. Shotwell

H. S. COULTER

This is the
latest

Conulta

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97213

June 28, 1974

To: BOB SHOTWELL
Resident Engineer

SUBJECT: REMOVAL OF PAVEMENT
FROM HARBOR DRIVE

From: R. N. BOTHMAN
Metropolitan Engineer

As we have discussed, please proceed to negotiate a price agreement for removal of all asphalt and concrete pavement and concrete improvements on Harbor Drive.

Due to the question of leaving some parking areas such as for the Hawthorne Bridge tenders and the sewer pumping plant employees as well as access roads to those two parking areas and to the sea wall for maintenance purposes, the best bet seems to be to obtain a unit price for removal of asphalt and concrete pavement.

In addition it will be necessary to provide for removal of curbs, walks, traffic islands, retaining walls, handrails, and fences; probably providing for linear foot unit price for curbs, handrails and fences, and cubic yard price for concrete and asphalt islands and retaining walls.

The material removed should be disposed of by filling in low areas such as adjacent to the old Journal Building site.

The old base rock, if there is any, can be left in place.

A necessary work item should be included to provide for a minimum amount of embankment to provide for leveling.

The above initial work should be started as soon as possible after we go through the project with city representatives and negotiate a price agreement with the contractor.

A second stage to the project will provide for placing the topsoil and seeding, this work to be accomplished this fall prior to the planting season. Along with this second phase will be consideration for a

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*See later memo
to the File dated June 28, 1974*

HSC
Office of
Assistant State Highway Engineer

cc to E. S. HUNTER
H. S. Coulter

Page 2
June 28, 1974

sprinkling system, lighting, etc., which will be determined at a later date and will be covered by an additional price agreement.

Some items discussed with current thinking were: 1) Provide for a parking area for the Hawthorne Bridge tenders with access from Jefferson adjacent to the sea wall; This will also provide access for city maintenance rigs in their snow removal as well as maintenance to the sea wall; 2) The Hawthorne Bridge ramp to Harbor Drive should be removed; 3) The depression next to the old Journal Building site should be filled in roughly level between the sea wall sidewalk and the old Journal Building site; 4) The handrail and wall adjacent to the sea wall sidewalk east of the Journal Building should be removed. The walls through this section on the east and west side of Harbor Drive should be knocked down sufficiently to allow for a reasonable cover over them in the leveling process; 5) The fence along the old Journal Building site should be removed, that fence on the west side of Harbor Drive; 6) Drainage will have to be adjusted (most of it I imagine will be abandoned) to provide for drainage from the low areas developed in the park replacing Harbor Drive to the river; 7) Initially we will provide for the lighting to remain in place; 8) We will provide for connections as requested by the city from Front Avenue to the sea wall. I would anticipate a minimum number of these perhaps one at Harbor Way mentioned above and one at Ash Street. Let's tentatively plan to remove other connections from Front to Harbor Drive; 9) Initially we will plan to leave all the east west walks, that being those connecting Front Ave. to Harbor Drive and Harbor Drive to the sea wall. Let's plan to remove the walks running north and south adjacent to Harbor Drive. The walks running north and south adjacent to the sea wall will be left in place, as well as the walks running north and south adjacent to Front Avenue; 10) Access to the pumping station should be determined as a random type lane from Ash Street leaving the existing Harbor Drive pavement in place; 11) The base rock will be left in place.

Please negotiate as soon as possible a price agreement for the above removal items and prepare a estimate of the total cost for removal of those items.

Please prepare an estimate of costs for placing a sprinkling system in the Harbor Drive section, six inches of topsoil, and seeding and mulching.

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon

DATE June 25, 1974

TO MEMO TO THE FILES

FROM E. S. Hunter
Assistant State Highway Engineer

SUBJECT

On this date I advised R. N. Bothman to negotiate with the Harbor Drive contractor for the removal of all AC and concrete remaining on the project. The work would include leveling to some reasonable draining grade. The work is to be completed in time for seeding during the fall planting season.

A preliminary estimate for this work is about \$230,000. Mr. Bothman will be reporting the results of his negotiations which will give a more firm cost.

ESH:js

cc: F. B. Klaboe
A. E. Johnson
L. W. Rulien
J. H. Versteeg
R. N. Bothman

HARBOR DRIVE CLOSURE

MAY 23-24, 1974

		A F T E R						
	<u>BEFORE</u>	<u>TUES</u> <u>5/28</u>	<u>WED.</u> <u>5/29</u>	<u>THURS.</u> <u>5/30</u>	<u>FRIDAY</u> <u>5/31</u>			<u>MON.</u> <u>6/3</u>
HARBOR DRIVE (N. of Main)	23,300	0	0	0	0			0
FRONT AVENUE (Vic. of Couch)	11,500	8,200	8,400	8,700	9,100			8,800
FRONT AVENUE (N. of Main)	9,000	24,700	24,600	24,700	25,700			24,700
FRONT AVENUE (S. of Market)	5,800	12,400	12,500	12,600	13,000			12,800
FIRST AVENUE (S. of Market)	10,000	9,700	10,000	9,300	9,900			9,600
CLAY STREET RAMP	8,400	10,800	9,900	10,600	11,500			10,400
MARKET STREET RAMP	3,000	7,600	8,000	8,200	8,400			8,300
GRAND AVENUE (Vic. of Mill)	26,500	27,600	28,000	27,300	29,500			28,300
UNION AVENUE (Vic. of Mill)	27,300	27,600	27,500	26,800	30,000			27,100
STADIUM FREEWAY (Vic. of 1st)	54,800	56,300	58,100	58,500	64,000			57,300
INDUSTRIAL OFF @ VAUGHN	19,000	21,000	21,800	21,100	21,500			20,700
INDUSTRIAL ON @ THURMAN	17,600	18,500	18,700	18,100	19,800			17,400
FREMONT BRIDGE	43,700	44,200	45,500	45,600	48,700			44,100
STEEL BRIDGE	32,800	27,500	28,200	28,500	29,700			29,100
MORRISON BRIDGE	38,700	39,800	39,200	39,100	42,600			39,200
MARQUAM BRIDGE	74,000	77,500	78,300	78,900	86,400			78,200

32,000

✓
23

HARBOR DRIVE CLOSURE

MAY 23-24, 1974

AFTER

BEFORE

TUES
5/28

WED.
5/29

THURS.
5/30

FRIDAY
5/31

MON.
6/3

TUES.
6/4

HARBOR DRIVE (N. of Main)

23,300

0

0

0

0

0

0

FRONT AVENUE (Vic. of Couch)

11,500

8,200

8,400

8,700

9,100

8,800

9,100

FRONT AVENUE (N. of Main)

9,000

24,700

24,600

24,700

25,700

24,700

24,200

FRONT AVENUE (S. of Market)

5,800

12,400

12,500

12,600

13,000

12,800

13,000

FIRST AVENUE (S. of Market)

10,000

9,700

10,000

9,300

9,900

9,600

10,100

CLAY STREET RAMP

8,400

10,800

9,900

10,600

11,500

10,400

10,700

MARKET STREET RAMP

3,000

7,600

8,000

8,200

8,400

8,300

8,100

GRAND AVENUE (Vic. of Mill)

26,500

27,600

28,000

27,300

29,500

28,300

27,500

UNION AVENUE (Vic. of Mill)

27,300

27,600

27,500

26,800

30,000

27,100

27,000

STADIUM FREEWAY (Vic. of 1st)

54,800

56,300

58,100

58,500

64,000

57,300

56,800

INDUSTRIAL OFF @ VAUGHN

19,000

21,000

21,800

21,100

21,500

20,700

20,200

INDUSTRIAL ON @ THURMAN

17,600

18,500

18,700

18,100

19,800

18,400

18,600

FREMONT BRIDGE

43,700

44,200

45,500

45,600

48,700

44,100

45,000

STEEL BRIDGE

32,800

27,500

28,200

28,500

29,700

29,100

28,800

MORRISON BRIDGE

38,700

39,800

39,200

39,100

42,600

39,200

38,900

MARQUAM BRIDGE

74,000

77,500

78,300

78,900

86,400

78,200

77,800

HARBOR DRIVE CLOSURE

MAY 23-24, 1974

AFTER

	<u>BEFORE</u>	<u>TUES</u> <u>5/28</u>	<u>WED.</u> <u>5/29</u>	<u>THURS.</u> <u>5/30</u>					
HARBOR DRIVE (N. of Main)	23,300	0	0	0					
FRONT AVENUE (Vic. of Couch)	11,500	8,200	8,400	8,700					
FRONT AVENUE (N. of Main)	9,000	24,700	24,600	24,700					
FRONT AVENUE (S. of Market)	5,800	12,400	12,500	12,600					
FIRST AVENUE (S. of Market)	10,000	9,700	10,000	9,300					
CLAY STREET RAMP	8,400	10,800	9,900	10,600					
MARKET STREET RAMP	3,000	7,600	8,000	8,200					
GRAND AVENUE (Vic. of Mill)	26,500	27,600	28,000	27,300					
UNION AVENUE (Vic. of Mill)	27,300	27,600	27,500	26,800					
STADIUM FREEWAY (Vic. of 1st)	54,800	56,300	58,100	58,500					
INDUSTRIAL OFF @ VAUGHN	19,000	21,000	21,800	21,100					
INDUSTRIAL ON @ THURMAN	17,600	18,500	18,700	18,100					
FREMONT BRIDGE	43,700	44,200	45,500	45,600					
STEEL BRIDGE	32,800	27,500	28,200	28,500					
MORRISON BRIDGE	38,700	39,800	39,200	39,100					
MARQUAM BRIDGE	74,000	77,500	78,300	78,900					

AFTER

HARBOR DRIVE CLOSURE

MAY 23-24, 1974

	<u>BEFORE</u>	<u>TUES</u> <u>5/28</u>	<u>WED.</u> <u>5/29</u>	<u>THURS.</u> <u>5/30</u>	<u>FRIDAY</u> <u>5/31</u>				
HARBOR DRIVE (N. of Main)	23,300	0	0	0	0				
FRONT AVENUE (Vic. of Couch)	11,500	8,200	8,400	8,700	9,100				
FRONT AVENUE (N. of Main)	9,000	24,700	24,600	24,700	25,700				
FRONT AVENUE (S. of Market)	5,800	12,400	12,500	12,600	13,000				
FIRST AVENUE (S. of Market)	10,000	9,700	10,000	9,300	9,900				
CLAY STREET RAMP	8,400	10,800	9,900	10,600	11,500				
MARKET STREET RAMP	3,000	7,600	8,000	8,200	8,400				
GRAND AVENUE (Vic. of Mill)	26,500	27,600	28,000	27,300	29,500				
UNION AVENUE (Vic. of Mill)	27,300	27,600	27,500	26,800	30,000				
STADIUM FREEWAY (Vic. of 1st)	54,800	56,300	58,100	58,500	64,000				
INDUSTRIAL OFF @ VAUGHN	19,000	21,000	21,800	21,100	21,500				
INDUSTRIAL ON @ THURMAN	17,600	18,500	18,700	18,100	19,800				
FREMONT BRIDGE	43,700	44,200	45,500	45,600	48,700				
STEEL BRIDGE	32,800	27,500	28,200	28,500	29,700				
MORRISON BRIDGE	38,700	39,800	39,200	39,100	42,600				
MARQUAM BRIDGE	74,000	77,500	78,300	78,900	86,400				

HARBOR DRIVE CLOSURE

MAY 23-24, 1974

AFTER

	<u>BEFORE</u>	<u>TUES</u> <u>5/28</u>	<u>WED.</u> <u>5/29</u>	<u> </u>	<u> </u>	<u> </u>	<u> </u>	<u> </u>
HARBOR DRIVE (N. of Main)	23,300	0	0					
FRONT AVENUE (Vic. of Couch)	11,500	8,200	8,400					
FRONT AVENUE (N. of Main)	9,000	24,700	24,600					
F ONT AVENUE (S. of Market)	5,800	12,400	12,500					
FIRST AVENUE (S. of Market)	10,000	9,700	10,000					
CLAY STREET RAMP	8,400	10,800	9,900					
MARKET STREET RAMP	3,000	7,600	8,000					
GRAND AVENUE (Vic. of Mill)	26,500	27,600	28,000					
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STEEL BRIDGE—	32,800	27,500	28,200					
MORRISON BRIDGE—	38,700	39,800	39,200					
MARQUAM BRIDGE ✓	74,000	77,500	78,300					

7845

9

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97213

NOTED
H. S. COULTERDATE ☐ May 23, 1974

TO MEMO TO THE FILE

ORIGINAL SIGNED BY R.N. BOTHMAN

RECEIVED

MAY 28 1974

FROM R.N. BOTHMAN
Metropolitan EngineerOffice of
Assistant State Highway EngineerSUBJECT Harbor Drive Closure - Contract No. 7845

Closure of Harbor Drive will include closure of ramp providing for movement from the Hawthorne Bridge westbound to Harbor Drive and I-5 south.

Traffic westbound on Hawthorne Bridge will be signed with I-5 trailblazers to First St., south on First to Market where existing signing will pick up the traffic and divert it east on Market to I-5.

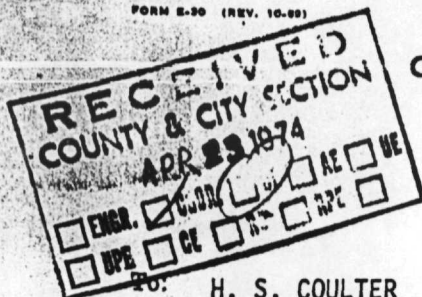
Another route will be signed with trailblazers and picking up southbound traffic on Union at Stephens, directing that traffic to 3rd Avenue, Division, 8th, Powell Blvd., Ross Island Br., and I-5.

Northbound traffic is currently signed from Union Ave. to the Morrison Bridge and I-5 north, also from Union Avenue to Broadway and I-5 north and south.

Route shields signing will be provided on the Morrison Bridge for westbound traffic directing them to Front Ave. via the Front Avenue ramp and south to I-5 at Market. This signing will be further investigated to check providing additional signing on the east end of the Morrison Bridge, pulling traffic from Grand Ave. to I-5 south via the Morrison Bridge. This will become the best route as opposed to utilizing the Hawthorne Bridge and will be accomplished as soon as time is available.

cc F.B. Klaboe
H.S. Coulter
E.L. Hardt
D.L. Peterson

sc/



OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97213

April 18, 1974

 NOTED 1074
 H.S. COULTER
 Assistant State Highway Engineer

 NOTED
 H. S. COULTER

 SUBJECT: STEEL BRIDGE - SW SHERIDAN
 (FRONT AVENUE)
 CONTRACT NO. 7845

 To: H. S. COULTER
 Assistant State Highway Engineer

 From: R. N. BOTHMAN
 Metropolitan Engineer

 Approved: 4/22/74
 H.S. Coulter
 ASST. STATE HWY. ENGR.
 Cy Col
 Bothman

I continue to have difficulties with the subject project, perhaps as a recent letter from Don Bergstrom phrased it "the haste to get the original contract out." In any case we have a project which will create a substantial impact, placing traffic now carried on both Harbor and Front onto Front Avenue. Bergstrom and I agree that every effort should be made to accommodate traffic on Front Avenue with whatever adjustments to the original plan we can come up with.

To do this the left turn movement was derived at Front & Market, adding approximately \$30,000 to the contract cost.

Other minor changes have been numerous during the past two years this project has been underway.

Attached are two requests from the City through Don Bergstrom.

The first provides for removal of the traffic islands and striping on Front Avenue, removal of the parking on Front and restriping of a 4-lane boulevard-type system with a median. Although the present estimate of cost for this work is compensated by the reduction of bid items, I anticipate we could expend \$5,000 before we are completed with the removal of the islands, curbing and backfilling other islands, removing striping, adjusting and patching catch basins on the gutter which are now depressed well below the existing pavement. I concur this is an excellent proposal and should be accomplished; I question whether it should be included in the subject project.

Bergstrom's second proposal requests the connection of the new signals on Front under the project to the CBD city computer. City estimates a cost of \$2,250 for this. The City also requests an additional signal at Front & Stark at a cost of \$3,368, with an indication that Bill Zerbes verbally agreed to do this work under a State Force Order. It is anticipated that these two signal additions could end in an additional cost of \$10,000

? (Apr. 13 weekly report shows +0.65%, Encl. 8 Encl.)

At the present time we are approximately 2% over the project authorization of the project with a full summer's effort ahead which could further overrun engineering and generate additional work before the project is completed. While I agree that these recent additions proposed by Bergstrom are needed to complete the closure of Harbor and opening of Front, your approval to further overrun the project by \$15,000 is needed if you feel the requested work is appropriate.

 ar
 Attachments
 cc C. T. Keasey
 R. E. Shotwell

Project Authorization \$689,435
 \$15,000 ≈ 0.8%

K

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

.....Portland, Oregon 97227.....

.....April 15, 1974.....

FILE:

FROM:

SUBJECT: Signals
Steel Br. - S.W. Sheridan St.
Contract No. 7845TO: Mr. R.N. Bothman
Metropolitan Engineer
5821 N.E. Glisan Street
Portland, Oregon 97213CE PE UE
METROPOLITAN ENGINEER

APR 16 1974

IP II UI FIA T/A

I have enclosed a copy of a letter from the City of Portland Traffic Department.

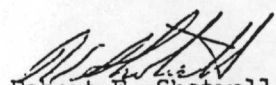
The letter covers two different subjects.

1. Connection of their computer system cable to our new traffic signals.
2. Installation of an additional signal at Stark & S.W. Front.

The first item was called to my attention about 2 weeks ago, by the City Traffic Department. I told them at this time that I had no knowledge of any responsibility the Highway Department had to extend their computer system to the new signals. It would seem that the City should assume this responsibility in that its their special benefit, has been installed for them and is not necessary for the operation of these signals.

Item 2 was brought up at the start of this project. As I recall Bill Zirbes agreed that due to the changing traffic pattern on Front Ave. that signals were required at Stark St. and had been overlooked by the Highway Department

Your review and decision on these items would be appreciated.


Robert E. Shotwell
Resident Engineer

RES:rsr

CC: Files.

RECEIVED									
COUNTY & CITY SECTION									
APR 23 1974									
<input type="checkbox"/> ENGR.	<input type="checkbox"/> COOR.	<input type="checkbox"/> OE	<input type="checkbox"/> AE	<input type="checkbox"/> UE					
<input type="checkbox"/> UPE	<input type="checkbox"/> CE	<input type="checkbox"/> RE	<input type="checkbox"/> RPE	<input type="checkbox"/>					



DEPT. OF FINANCE
AND ADMINISTRATION
NEIL GOLDSCHMIDT
MAYOR

BUREAU OF TRAFFIC
ENGINEERING

D.E. BERGSTROM
CITY TRAFFIC ENGINEER

420 S.W. MAIN ST.
PORTLAND, OR. 97204
503/248-4295

April 10, 1974

☐ ☐ ☐ ☐ ☐
METROPOLITAN ENGINEER

APR 16 1974

☐ ☐ ☐ ☐ ☐
EP TE UE FILE T/A

Mr. Robert E. Shotwell
Oregon State Highway Division
1101 N. Russell Street
Portland, Oregon 97227

Re: Harbor Drive Closure - Contract No. 7845
New Intersections at 1st and Ash, Front
and Ash, 1st and Couch - Revisions at
Front and Stark

Dear Mr. Shotwell:

In conjunction with the construction of the new signals being installed under the Steel Bridge-S.W. Sheridan Street project listed above, we find no provision has been made for connection to the C.B.D. computer or our downtown master interconnect system.

The construction plans show the necessary 10/C #14P.C. master interconnect cable and 6 pr. #22P.C. computer cable installed between a manhole and the controller at each of the three intersections; however, it will be necessary to pull the connecting cables from their nearest accessible terminus to the manholes shown. These cables are in P.G.E. ductways and must be pulled by P.G.E. or its contractors. Four (4) blocks of cable pulling is involved in connecting Ash Street at 1st and Front. The P.G.E. estimate for this work is \$1,650. Three (3) blocks of cable pulling is required to 1st and Couch Street which is estimated at \$600.00. A plan of P.G.E.'s duct facilities and interconnect routing is enclosed.

1650
1650
2250

RECEIVED									
COUNTY & CITY SECTION									
APR 23 1974									
<input type="checkbox"/> ENGR.	<input type="checkbox"/> COOR.	<input type="checkbox"/> OE	<input type="checkbox"/> AE	<input type="checkbox"/> UE					
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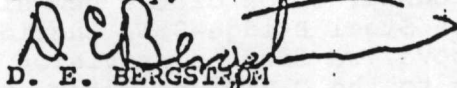
Robert E. Shotwell
April 10, 1974

Pg. 2

Also enclosed is the estimate and signal plan of the revisions required at S.W. Front and Stark Street. This intersection was overlooked in the haste to get the original contract out, and the city verbally agreed to do this work under a force account number when required in the construction schedule. Bill Zirbes' office contacted us originally and the required revisions are marked in Red for your information.

Perhaps both the P.C.E. underground cable pulling and the signal revisions at Front and Stark could be handled by the same force account, not to exceed the \$3,368.00 estimated. In any case, the new signals cannot be turned on until interconnected to the existing C.B.D. system.

Sincerely,


D. E. BERGSTROM
Traffic Engineer

RVS:ba
Encls. PGE Plan
PL-5-052
Estimate



CITY CREW INSTALLATION

1/22/73

ESTIMATE FOR INSTALLATION OF
TRAFFIC CONTROL SIGNAL

AT

S.W. FRONT AND STARK ST.

	LABOR + EQUIPMENT	MATERIAL
INSTALL 1-2 POINT SIGNAL SPANS	51.00	11.69
INSTALL 1 SIDEWALK JUNCTION BOXES	61.00	35.00
INSTALL 100 FT OVERHEAD CABLING	79.99	29.99
INSTALL 10 FT UNDERGROUND CONDUIT	65.99	2.50
INSTALL 10 FT UNDERGROUND CABLING	5.49	2.99
INSTALL 2 VEHICLE SIGNAL HEADS 8- 8- 8	51.00	135.44
INSTALL 1 ILLUMINATED SIGNS	25.50	105.38
INSTALL 1 ISLAND LIGHTS	25.50	74.18
TOTAL MATERIAL		397.19
TOTAL LABOR AND EQUIPMENT	365.49	365.49
TOTAL MATERIAL, LABOR AND EQUIPMENT		762.69
+10 PERCENT OVERHEAD		76.26
TOTAL ESTIMATE FOR INSTALLATION		838.96
ENGINEERING		278.69
TOTAL ESTIMATE		1117.65

PORTLAND



OREGON

DEPT. OF FINANCE
AND ADMINISTRATION

NEIL GOLDSCHMIDT
MAYOR

BUREAU OF TRAFFIC
ENGINEERING

D.E. BERGSTROM
CITY TRAFFIC ENGINEER

420 S.W. MAIN ST.
PORTLAND, OR. 97204
503/248-4295

March 22, 1974

Mr. Robert Bothman, Metro Engineer
Oregon State Highway Division
5821 N.E. Glisan Street
Portland, Oregon 97213

11000
CITY ENGINEER

MAR 23 1974

Subject: S.W. Front Avenue Channelization with
Harbor Drive Closure

Dear Mr. Bothman:

Present construction plans for the closure of Harbor
Drive include some revisions to the median in S.W.
Front Avenue.

The City has included in it's Control Strategy Plan
to meet air quality standards the prohibition of
parking on both sides of Front Avenue. We have
therefore revised the existing striping and channel-
ization and recommend the lane designation and
median revisions as shown on the plan submitted with
this letter. Our initial proposal is to maintain
the median, where it does not exist today, in paint
only. Future plans by the City will determine its
final configuration.

Let's get together and discuss this proposal and
how the work should be accomplished. At the same
time we can discuss the section south of Jefferson
Street.

Sincerely,

D.E.B.
D. E. BERGSTROM
Traffic Engineer

MJM:ba
Encl. Plan 22-c-2

3-26 Disc w/Klorz
EST. SENT PLAN FOR EST.

4-4 Disc w/RNB
Met w/Res+City

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97213

March 29, 1974

NOTED
H. S. COULTER

To: L. E. GEORGE
Traffic Engineer

SUBJECT: STEEL BRIDGE - SW SHERIDAN ST. -
HARBOR DRIVE SECTION
PACIFIC HIGHWAY WEST

ORIGINAL SIGNED BY R. N. BOTHMAN

From: R. N. BOTHMAN
Metropolitan Engineer

Approval has been received for modification of the Steel Bridge - SW Sheridan Street - Harbor Drive Section of Pacific Highway West to provide for a left turn refuge for southbound traffic at Market Street.

Attached is a copy of the plans approved by the City of Portland, P.D.C. and the Highway Division.

Also attached is a copy of the sign revisions required to sign the left turn refuge at Market. Due to the extensive revision of signs on this project, attempting to fit that signing into the waterfront development program of the City and the urban renewal development of P.D.C., there have been a number of signs fabricated by the contractor which are not called for with our present sign plan. Peterson will provide the layout of the additional signs indicated on the attached plan, utilizing the surplus panels from previous revisions.

Also corrected on the attached sign plans are sign revisions on the north end of the project relating to the deletion of the Couch Street signal previously approved by the Highway Division and the City of Portland.

Although the attached plans have undergone extensive negotiations with the City of Portland and P.D.C., I would introduce any comments you might have relative to the attached revisions.

ar

Attachments

cc H. S. Coulter
C. T. Keasey
R. E. Shotwell

RECEIVED

APR 1 1974

Office of
Assistant State Highway Engineer

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Portland, Oregon 97213

7845

DATE February 26, 1974

TO ROBERT SHOTWELL
Resident Engineer

FROM ALLAN C. HARWOOD
Metro Construction Engineer

SUBJECT STEEL BR.-SHERIDAN ST. SECTION
CONTRACT NO. 7845

NOTED
H. S. COULTER

NOTED
H. S. COULTER

Some time back, Portland Community College requested in a letter to Mayor Goldschmidt a portion of the Columbia St.-Harbor Dr. Structure remain in place. The plan for leaving any part of the structure in place has now been discarded. Removal of the structure is to be carried out as planned.

pq

cc F. B. Klaboe
H. S. Coulter
C. T. Keasey

K
FEB 27 1974

Office of
Assistant State Highway Engineer



OFFICE OF
PLANNING AND DEVELOPMENT
GARY E. STOUT
ADMINISTRATOR

1220 S.W. FIFTH AVE.
PORTLAND, OR. 97204

RECEIVED STATE HWY ENGR							
FEB 25 '74							
REFER TO <i>AL - Smith</i>							
FOR							
Info	Inv	R/D	D/R	Sign	Act	File	

RECEIVED
MAR 5 1974

Office of
Assistant State Highway Engineer

NOTED
H. S. COULTER

February 15, 1974

NOTED
A. E. JOHNSON

R. N. Bothman
Metropolitan Engineer
5821 N.E. Glisan Street
Portland, Oregon

NOTED
F. B. KLABOE

Re: Madison to Harborway Pier Ramps

Dear Bob:

On January 14, Fred Klaboe wrote a letter to Neil Goldschmidt requesting a decision on the removal of the Madison Street pier ramps. As you may recall, the original decision to remove these ramps was delayed in order to permit the City to give careful consideration to the potential for public/private usage of the piers undergirding these ramps. In specific, President Amo DeBernardis of Portland Community College requested that an effort be made to preserve these piers for possible use in conjunction with future development for the Marine Technology Program. No other specific proposals have been suggested.

In a conversation with Dr. DeBernardis earlier this week, he stated that the recent developments in connection with the Oregon International Center and the Waterfront in general make future development of Portland Community College facilities in this area highly unlikely. He still feels, however, that it might be wise to save the piers (cut off to about piling-height).

This office, as directed by the Mayor, has studied this situation and is in agreement that the Oregon State Highway Division should remove the Madison to Harborway ramps and piers. This decision is based on the facts that:

- 1) There are no proposed uses for either the ramps or piers nor does it appear that any proposals will be forthcoming.

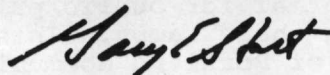
Mr. R. N. Bothman
February 15, 1974
Page 2

2) The piers were designed to support the ramps and there is no indication that they will be suitable to any use which may be proposed at a future date.

3) The piers could detract from the aesthetic impact of the area during the period until a decision is made to utilize or remove them.

I would like to thank you and your office on behalf of the City of Portland for your consideration and patience in this matter. I assume that your plans call for removal of these ramps in the very near future. Please let me know if there is anything I can do to avoid any further delay.

Sincerely yours,



Gary E. Stout
Administrator

GES/gr

cc: Neil Goldschmidt
✓ Fred B. Klaboe
Amo DeBernardis
John Osborn
Frank Ivancie
Al Benkendorf

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97213

DATE

January 10, 1974

TO

MEMO TO THE FILE

NOTED

H. S. COULTER

ORIGINAL SIGNED BY R. N. BOTHMAN

FROM

R. N. BOTHMAN
Metropolitan Engineer

SUBJECT

STEEL BRIDGE - SW SHERIDAN STREET
CONSTRUCTION SCHEDULE - HARBOR DRIVE CLOSURE

Reviewed the anticipated schedule for closure of Harbor Drive and diversion of traffic to Front Avenue with Shotwell and advised Bergstrom of the following.

The anticipated completion date of the southbound section of the Front Avenue connection from the Steel Bridge is February 1. The south connection from Front to Harbor should be completed April 15; the southbound traffic could be diverted that date.

The connection from the Steel Bridge to Front Avenue northbound is anticipated to be May 1. With approximately one week of good weather for paving, the northbound traffic could be diverted over the Clay Street ramp to Front Avenue perhaps by February 1.

In conclusion it is anticipated that both north and southbound traffic could be diverted to Front Avenue and Harbor Drive closed by May 1. Bergstrom was advised that our present anticipated date is June 1, giving us a 30-day contingency period. He will so advise the Rose Festival Committee, further advising them that the final determination for the date of opening will be May 1.

ar

cc H. S. Coulter
Robt. Shotwell

RECEIVED

JAN 11 1974

Office of
Assistant State Highway Engineer

7845

City of Portland
City Hall
Portland, Oregon

December 24, 1973

Attention: George Yerkovich
Auditor

5 i

12-19-73

Gentlemen:

MISC. CONTRACTS and
AGREEMENTS No. 4372

Attached for your records are fully executed copies
of a maintenance agreement concerning closure of Harbor
Drive and the routing of highway traffic along Front
Avenue (Pacific Highway West).

We have retained a fully executed copy of this
agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head, Manager
ADMINISTRATIVE SERVICES

fln

Att. (2)

cc H. S. Cox (agree. att.)

December 12, 1973

TO Oregon Transportation Commission

FROM F. B. Klaboe
Administrator and
State Highway Engineer

SUBJECT Maintenance Agreement
Steel Bridge-Sheridan Street Section
Pacific Highway West, No. 1W (Front Avenue)

An agreement has been negotiated with the City of Portland concerning the closure of Harbor Drive and the routing of highway traffic along Front Avenue.

The agreement stipulates that the State shall maintain the surfacing from curb to curb (including paint striping to delineate traffic lanes), and shall maintain medians and left-turn refuges. They shall also furnish, erect and maintain directional signing, perform sanding operations as required, and plow snow to a berm in the center of the street. A frontage road (Harbor Way) is to be transferred to City jurisdiction. The City is to perform street cleaning operations, maintain the storm sewer system, continue to maintain and pay the cost of the electrical energy consumed by illumination units, and remove the snow berm left by the State.

This matter will be presented for your consideration at the December 19 meeting. I recommend your approval and request authority to sign the agreement for and on your behalf.

bc: C. W. Head
George M. Baldwin
A. E. Johnson
R. L. Schroeder
H. S. Coulter
L. H. Young
D. H. McWhirring
J. H. V. Steeg

J. B. Boyd
H. S. Cox
R. N. Bothman
L. W. Rulien
Gary Sund
R. E. Whipp

*met/lt
cm*

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Portland, Oregon

DATE August 24, 1973
TO WALT HART
BRIDGE ENGINEER
FROM R. N. BOTHMAN
METROPOLITAN ENGINEER
SUBJECT

NOTED
H. S. COULTER

ORIGINAL SIGNED BY R. N. BOTHMAN

I have concurrence from the City of Portland and from L. E. George to proceed with the attached sign revisions on the Steel Bridge-S. W. Sheridan Street Project, Contract 7845.

Please provide the required sign layout detail in order that I can proceed with the revision indicated on the attached plan.

The sign structures will be requested as required by Bob Shotwell, Resident Bridge Engineer.

I might point out that of prime concern is reduction of the number of and size of signs on this project, consistent with the fact that the section is becoming a City street-type facility on the Portland waterfront. The layout of the signs should be done in light of the minimum size sign which will provide adequate service to this type of facility. This has been considered in the revisions which I have approved.

I would appreciate if you would expedite this request due to the timing involved and the need to advise the contractor on the changes.

cc H. S. Coulter
L. E. George
C. T. Keasey
Robert Shotwell

Enc

slh

RECEIVED

AUG 27 1973

Office of
Assistant State Highway Engineer

7845

Clay & Market St Widening
P.S.U.

July 26, 1973

The Honorable Neil Goldschmidt
Mayor of Portland
1220 S. W. Fifth Avenue
Portland, Oregon 97204

Dear Neil:

Reference is made to your request that we take no action on tearing down the Madison to Harborway ramp piers until your agencies have had time to thoroughly review the situation.

This request causes us no problem as long as the review can be made and your recommendation presented to us in six weeks to two months.

Very truly yours,

F. B. Klaboe
Administrator and
State Highway Engineer

FBK:srb

bc: George M. Baldwin
A. E. Johnson
E. S. Hunter
H. S. Coulter
Robert Bothman



July 6, 1973

OFFICE OF
THE MAYOR

1220 S.W. FIFTH AVE.
PORTLAND, OR. 97204
503 248-4120

Mr. George M. Baldwin
Administrator
State Highway Division
Highway Building
Salem, Oregon 97310

Re: Madison to Harborway Pier Ramps

Dear George:

President Amo De Bernardis of Portland Community College has proposed to the Council on his behalf and that of his students that an effort be made to preserve the piers undergirding the above mentioned ramp in order that they might be used to support a building. The building could be offices for the Portland Community College Marine Program, a restaurant or some other public facility.

The important point I wish to make is that it is the Council's feeling we should not tear them down at least until they have been carefully looked at for the purposes suggested or perhaps some other public use. I recognize you already have a contract to tear them down, so our review must be immediate and quick.

I am referring Mr. De Bernardis' suggestion to the Planning Commission, Bureau of Public Works, Fire Bureau and the Development Commission for their review and comment, along with a picture of their model which I have also enclosed for your information.

I would appreciate hearing from you about this as soon as possible. Thanks very much.

Sincerely,

Neil Goldschmidt

NG:pjr

cc: City Planning Commission
Bureau of Public Works
Fire Bureau
Portland Development Commission
City Council

RECEIVED

JUL 10 1973

OFFICE OF
ADMINISTRATOR OF HIGHWAYS

*Not enclosed
Chellis will
send
for
Alison Weber
no agreement of city*

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon

H. S. COULTER

DATE June 7, 1973
 TO MEMO TO THE FILE
 FROM ROBERT N. BOTHMAN
 Metropolitan Engineer
 SUBJECT Front Avenue, Harbor Drive Closure

METROPOLITAN ENGINEER

RECEIVED

JUN 7 1973

ME AME AME MOE MDE MTE

Discussed with Alan Webber the agreement to be consummated with the State and City for utilization of the property lying between Front Avenue and the River and the Steel Bridge and the Hawthorne Bridge.

The project has been turned over to him from Frank Ivancie who was working on the agreement and from Lloyd Anderson who was working on the R/W map. In the first case, Ivancie was working through the County-City Section of the Highway Division, Lloyd Anderson was working through the Metro Section of the Highway Division.

Reassignment of responsibilities in the City has now placed this project under the direction of the Mayor who has delegated the responsibility to Alan Webber.

Apparently Ivancie and the Mayor are "turned on" by the proposal of the Community College to utilize a portion of the Clay Street ramp for a dock and classroom facility. This is what had activated the agreement which has been sitting idle since the reassignment of duties.

In fact, Alan Webber was not aware of the agreement. He had received the R/W map and property descriptions prepared by Lou Grothaus which I had transmitted to Bill Dirker only yesterday. Therefore, although the reassignment in duties had been made, the preliminary work was still in the hands of Anderson and Ivancie.

RECEIVED

JUN 8 1973

Office of
Assistant State Highway Engineer

I advised Alan Weber that the steps necessary on this project are to consummate the agreement. I advised him I could see no problem with the use of the Clay Street ramp for some type of a public facility, if that were the City's choosing. This would appear compatible with the Front Avenue project. I did advise him that I thought the hangup with the agreement, which amounted to several drafts previous to February of this year, evolved around the use of the Journal Building site purchased with BOR money for some type of commercial development.

I advised Alan Webber I would need some type of firm commitment from the City on which to act in order to modify our contract if the City were desirous of retaining some portion of the Clay Street ramp which protrudes into the Willamette River for future development.

Alan Webber advised that the next step would be to have the Community College present their presentation for their bicycle barge dock facility to the City Council after which he would be in touch with me.



**OREGON STATE
HIGHWAY DIVISION**

**METROPOLITAN SECTION
5821 N. E. GLISAN STREET PORTLAND, OREGON 97213 PHONE: 229-6971**

June 1, 1973

**MR. AMO DE BERNARDIS
President
Portland Community College
12000 S. W. 49th Avenue
Portland, Oregon 97219**

**Representatives from the Highway Division listened to the
proposal for a public and marine technology center utilizing
portions of the Clay Street ramps with interest Thursday.**

**There appears to be no problem with the possibility of retaining
the pilings under the Clay Street ramp or portions of the ramp
for a Portland Community College facility insofar as the present
construction project.**

**Should the Community College pursue this proposal, it should
be through the City of Portland. The City of Portland will be
given the responsibility of development of the area affected
by the closure of Harbor Drive.**

**R. W. BOTHMAN
Metropolitan Engineer**

RM:rr

**cc: F. B. Klaboe
A. E. Johnson
H. S. Coulter**

RECEIVED

JUN 5 1973

**Office of
Assistant State Highway Engineer**

PROPOSAL FOR A PUBLIC
AND
MARINE TECHNOLOGY CENTER

Portland Community College

May 31, 1973

Submitted to:

Dr. Amo DeBernardis, President, Portland Community College
L. John Lipney, Department Chairman, Transportation
Coordinator, Engineering Technologies Head,
Marine Technology

Instructor: Dean N. Morrison, Professional Engineer

Civil Engineering Technology Project Engineering Class:

D. R. Alexander
R. J. Gilman
R. B. Phillips
L. Sedlak
K. R. Shumway
R. M. Strubel
H. Thomas

Acknowledgements for aiding in the project:

Gerald Hawks, Instructor, Drafting Technology
Michael Hutchinson, Student, Drafting Technology
S. K. Wheeler, Student, Drafting Technology

Purposes:

The objects of this project were these:

1. Design a tug facility that would serve these needs of the Marine Technology Department:
 - a. Covered work area into which the tug could be placed
 - b. Provide maintenance and classroom capacities
2. Provide a practical problem to which students in the Civil Engineering Technology Department could apply some of the knowledge acquired in school.
3. Provide a facility that would accomodate some of the water oriented sports in Physical Education.
4. Create a proposal that would make some use of the Columbia Street Overpass in the event it proved feasible to save portions of the structure. It should be noted here the structure is to be removed entirely when the Fremont Bridge opens in November.

Background:

1. Area of Study:

- a. Approximately 2 acres
- b. Boundaries are these:
From the south end of the seawall (near Hawthorne Bridge,) on a line extending the alignment of the seawall south to the Harbor Patrol facilities, then westward up the river bank to the top of bank, then northward back to end of seawall.

2. Title:

- a. Present owner of ground, including the submerged portion and the dry land portion, is the City of Portland
- b. There is a 35' easement across this property to accomodate the overpass structure. The Oregon State Highway Department holds this easement
- c. OSHD holds title to the structure, though the structure will cease to exist after about December 1973 if present plans are followed

3. Demolition: To be accomplished by Donald Drake Co. which currently hold a contract for removal of overpass to the river bottom.

4. Present Tenants:

- a. Portland Police, Harbor Patrol Division
- b. Public in the form of a public dock facility
- c. Portland Community College which has tied their tugboat of the Marine Technology Department
- d. OSHD

PCC PROPOSAL FOR REMOVAL OF OVERPASS

The overpass and its accessories to be removed entirely with the following exceptions:

1. Spans 5 and 6 to be left intact
2. Bents 4, 5, and 6 to be left intact
3. Inward or land side column of Bent 3 to be left intact; all other portions of Bent 3 to be removed

PCC PROPOSAL FOR REMOVAL OF EXISTING DOCK FACILITIES

1. Remove all present walkways
2. Remove all single piling
3. Remove Harbor Patrol floating offices
4. Leave intact the piling dolphin

PCC PROPOSAL FOR REMODELING REMAINING PORTIONS OF STRUCTURE

1. Span 4---Utilize the existing highway superelevation^{ed deck} to create a large lecture room with a sloping floor to elevate spectators
2. Span 5---Place a "wedge" on the highway super to provide a horizontal floor space
3. Bents 4, 5, and 6---Place a superstructure former on each of these bents
4. Place a flat roof over the three superstructure formers: this roof is to serve also in the capacity of a deck
5. Erect a second story structure on top of the roof
6. Useable area resulting from remodeling:
 - a. 9,800 square feet enclosed
 - b. 5,200 square feet open
 - c. 15,000 square feet total

PCC PROPOSAL FOR TUG SHELTER

The tug shelter is designed primarily to serve the requirements of the Marine Technology Department. These are the required essentials of the shelter:

1. Interior overhead crane system
2. Open-ended on both ends
3. Easy access to tug even in inclement weather
4. Capacity for maintaining tug under all conditions of weather

Aside from these requirements, the shelter could easily be made to serve these needs of the public:

1. Flat top could serve as observation platform:
access arranged from shore
2. Additional boat landing area on riverside of shelter

The location of the tug shelter is not definitely recommended although the best position appears to be against the seawall. Stairway arrangements would depend somewhat upon location, but interior or exterior stairs could be easily accommodated to the structure.

Analysis of frames is included in the Enclosures Section.

PCC PROPOSAL FOR PUBLIC DOCK

1. Two floating platforms to be provided which would be held in place by a guiding system attached to the columns in Bents 4, 5, and 6
2. Area of platform under Span 4 = 3,000 square feet
Area of platform under Span 5 = 2,600 square feet
Total = 5,600 square feet
3. Construction of platforms would be of steel and in compliance with requirements of U.S. Coast Guard
4. Walkramps to shore are Bow String Trusses; analysis is included in Enclosures Section
5. Stairway from ramps to upstairs structure would be included
6. Connecting ramp between platforms would be included

PCC PROPOSAL FOR PEDESTRIAN AND BICYCLE BARGE

Purposes:

1. Provide an alternative to the automobile for people to enter and leave the core area.
 - a. Encourage people to walk or ride bicycles into town by making it convenient to do so
 - b. Utilize the Willamette River as a transportation system
 - c. Provide the public with an accessible ride on the beautiful Willamette River
2. Provide a means whereby students could take an active part in a system designed to decrease automobile traffic.
 - a. The Marine Technology students would be called upon for these duties:
 1. Operate PCC tug under the direction of a qualified captain
 2. Crew the operating requirements imposed by the barge
 - b. Interested students from any discipline at PCC could help man the barge and shore stations. A stewardess contingent could aid passengers or serve coffee
3. Provide a source of revenue whereby service could earn back the money to pay those individuals working within it. Also pay for operating expenses of tug and equipment. In other words, to pay for itself.
4. Provide a system for an economic study to see if this type of river transport is economically feasible. It is quite possible this system could fit into the operations of Tri-Met.

PCC PROPOSAL FOR PEDESTRIAN AND BICYCLE BARGE (continued)

Points of Service:

1. At the beginning, it is recommended only one shore station be established between Sellwood Bridge area and the facilities at foot of Columbia Street.
2. Following this, Milwaukie would be a logical place next to serve.
3. Simple ramp structure supported by single piling rows.

Barge:

1. Envisioned as vee-hull about 85 feet long with beam of about 30 feet; Spoon Bill Bow.
2. Surplus from some source.
3. Modified to suit USCG requirements.
4. It should be noted that "turn around time" could be reduced by:
 - a. Two barges (letting load and unload proceed without having tug wait)
 - b. A system of quickly connecting and unconnecting the tug and barge
5. Accomodate 100 people and bicycle mix.

$$\frac{2000 \text{ sq. feet of useable deck area}}{\frac{20 \text{ square feet}}{\text{person}}} = 100 \text{ persons}$$

Columbia Street Service Point:

1. Within walking distance of downtown.
2. Tri-Met could possibly provide a short haul passenger service for less mobile people; electric powered vehicle pulling a train of cars.

RECOMMENDATIONS

These recommendations are based upon the supposition that this program will gain the support needed to bring it into being.

1. Fund a CE Tech. survey party (students) to work this summer to provide this information:
 - a. Precise water depth study of area; with low water conditions this year, this information is valuable
 - b. Precise contour map to 2' contour intervals
 - c. Seek out and design a landing near Oaks Park-Sellwood Bridge area
2. Fund an analysis of the proposed modification of the Columbia Street Overpass to insure that longitudinal stability is inherent after disconnection with shore. Possibly OSHD would be receptive to doing this.
3. Fund a person or persons to these tasks:
 - a. Seek the funds required to put the PCC tug into satisfactory condition to perform passenger moving duties
 - b. Seek surplus barge
4. Intercede immediately the OSHD contract to Donald Drake Company for the demolition of the Columbia Street Overpass.
5. Create a committee to direct the activities required to bring this program into being. This committee would be a consortium of interested private individuals and public agencies.

CONCLUSIONS

1. Columbia Street Overpass Structure

a. Structure Strength

1. Bents are extremely powerful, both in footings and columns
2. Deck is four feet thick, hollow section, continuously poured over Bent 5 with an expansion connection at Bent 4. Deck and Bent 6 are continuous

b. Probably, the strength in this structure is way beyond that required by the use being proposed, or even foundations for most commercial buildings

c. The Columbia Street Overpass is too valuable an asset to be destroyed; it is fitting to make use of this sturdy foundation by converting it into a useful public facility. Cost of a replacement foundation would be enormous.

2. It is time to bring the Willamette River into the transportation system.

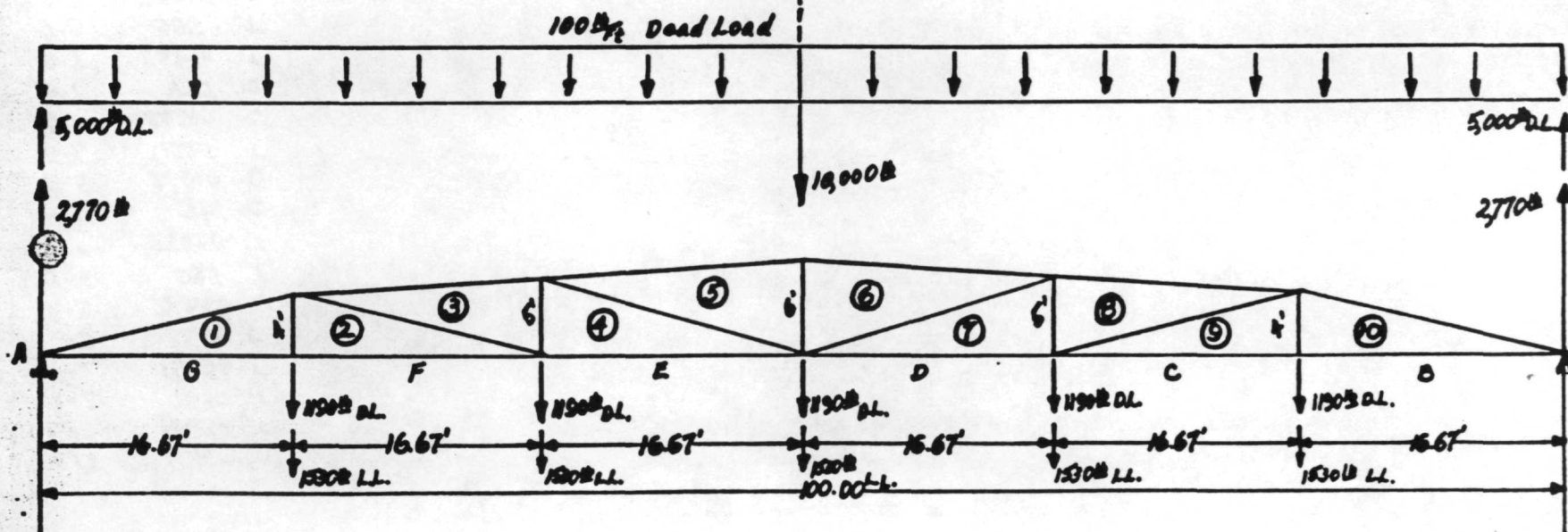
3. Let students be a part of the drive to help people decrease their dependence upon the automobile.

4. With a transportation system as proposed, Portland will be a major center to train people in the operation of maritime equipment with the use of a constantly active tug.

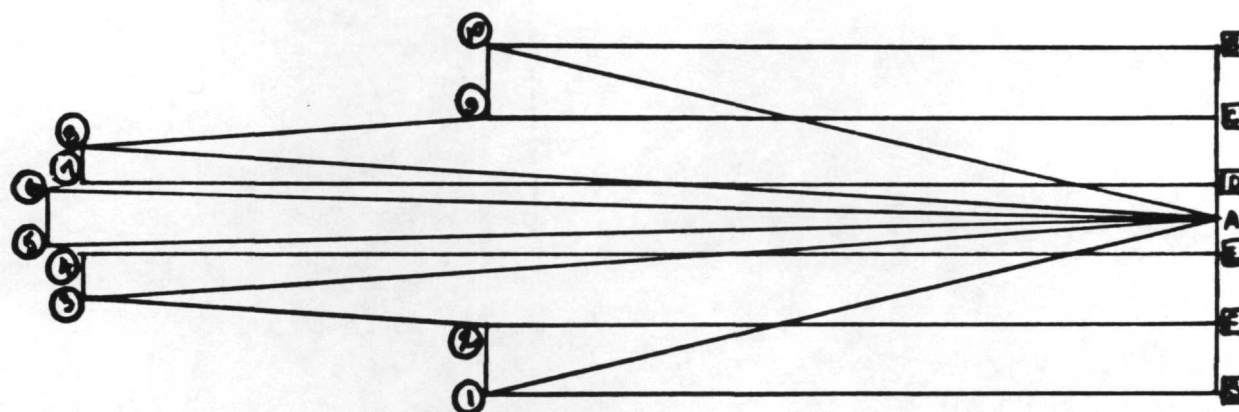


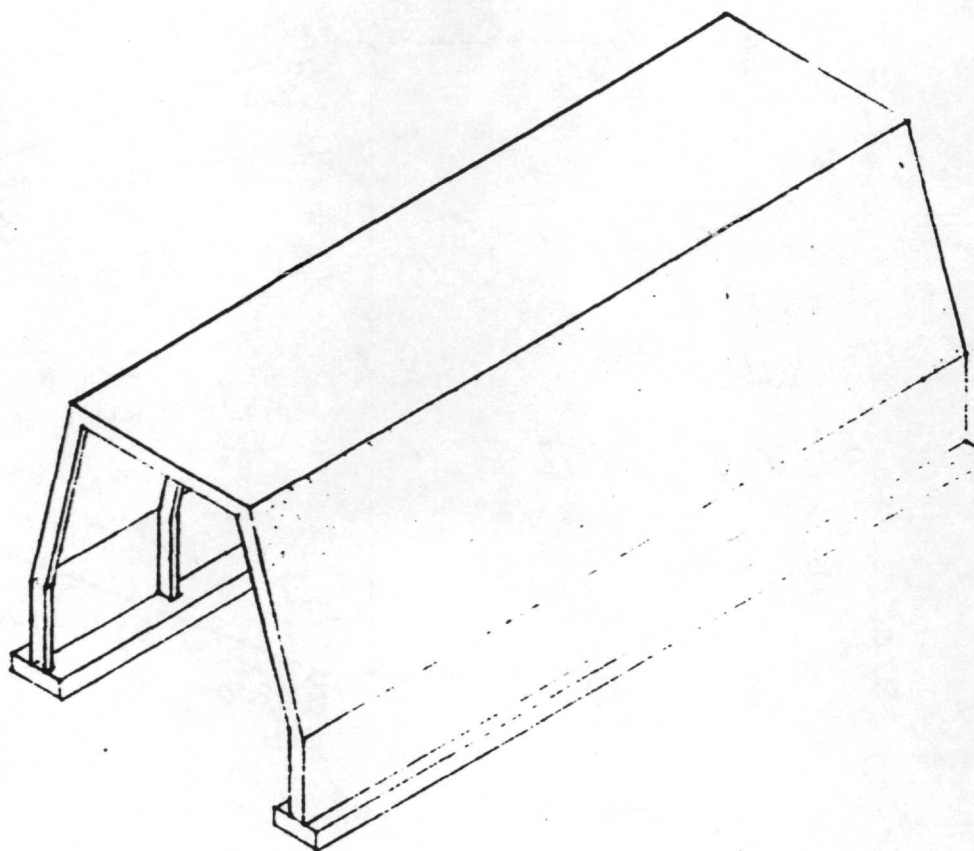
(

)



A-1	16638	C
G-1	16256	T
I-2	1530	T
F-2	16256	T
2-3	8989	C
A-3	25245	C
3-4	995	T
F-4	25250	T
4-5	775	C
A-5	26010	C
5-6	1225	T
A-6	26010	C
6-7	775	C
D-7	25250	T
7-8	995	T
A-8	25245	C
B-9	8989	C
C-9	16256	T
9-10	1530	T
A-10	16638	C
B-10	16256	T





PROPOSED SHELTER

K.R. SHUMWAY

Load diagram

Snow 432 lb/Ft

Roof + Truss 240 lb/Ft

Roof 80 lb/Ft
Truss 160 lb/Ft

4939[#]

Wind vert. fr.

185 lb/Ft

4272[#]
R+T

11961[#] R+T+Snow

Wind - horizontal 510 lb/Ft

13617[#]

11347[#] R+T

B

17.8

2500

25'

6408[#] R+T

26'

A

10°

5100'

36'

10'

4000'

D

22717[#] Concl. I, III

Concl. I

Wind
Snow
load

11750[#]

25266[#]

Concl. II

no wind
no snow
no load

10944[#]

10944[#]

Concl. III

Wind
no snow
no load
bump

6037[#]

20780[#]

Concl. IV

no wind
snow
load
bump

16654[#]

15414[#]

Condition I

$$\sum F_v = 0 = 2400 + 11347 + 11961 + 6408 + 2400 + 2500 - 11750 - 25266 = 0$$

$$\sum F_h = 0 = 13617 + 5100 + 4000 - 22117 = 0$$

Cond. II

$$\sum F_v = 2400 + 6408 + 4272 + 6408 + 2400 - 10944 - 10944 = 0$$

No horizontal forces

Cond. III

$$\sum F_v = 2400 + 11347 + 4272 + 6408 + 2400 - 6037 - 20790 =$$

$$\sum F_h = 13617 + 5100 + 4000 - 22717^* = 0 = 0$$

$$\text{Cond. IV } \sum F_v = 0 = -21888 + 7680 + 2600 - 16654 - 15419 = 0$$

$$\sum F_h = 0 = 4000 - 4000 = 0$$

Cond. III

$$\sum M = 0$$

$$\sum M_E = 21888 \times 18 + 4939 \times 31.45 - 13617 \times 22.5$$

$$- 5100 \times 5 - 36R_1 = 0$$

$$= 393884 + 155347 - 306382 - 25000 = 36R_1$$

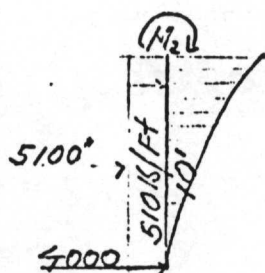
$$\frac{217349}{36} = R_1 \quad R_1 = 6037^*$$

$$\sum F_v = 0 = 21888 + 4939 - 6037 - 20790 = 0$$

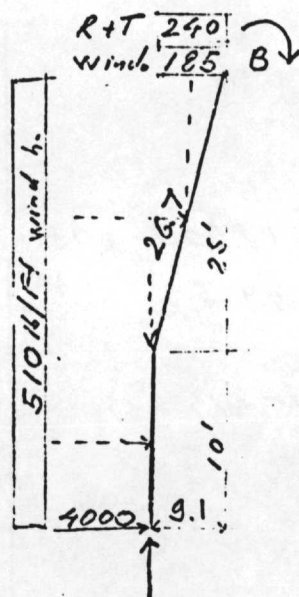
$$R_2 = 20790$$

$$\begin{aligned}
 \Sigma M_2 &= 4000 \times 10 + 5100 \times 5 \\
 &= 40000 + 25500 \\
 &= \underline{65500 \text{ Ft} \cdot \text{lb}}
 \end{aligned}$$

Cond. III

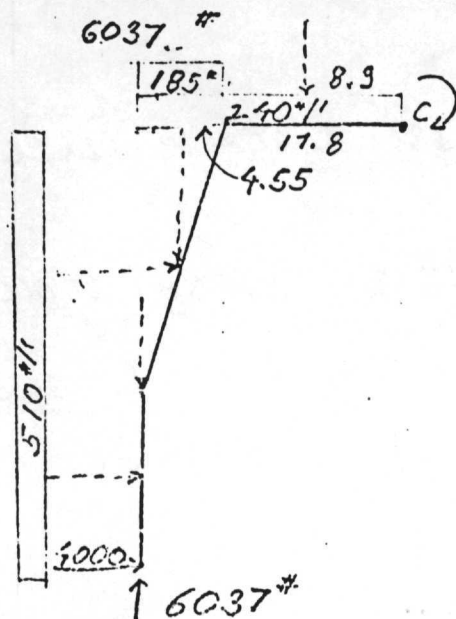


Cond. III



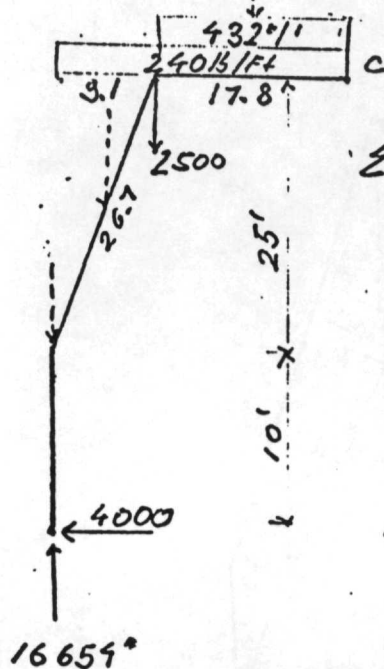
$$\begin{aligned}
 \Sigma M_B &= (425 \times 26.7) / 4.55 + (510 \times 26.7) / 12.5 \\
 &\quad + 2400 \times 9.1 + 5100 \times 30 + 4000 \times 35 \\
 &\quad - 6037 \times 9.1 \\
 &= 51600 + 170212 + 21840 + 153000 \\
 &\quad + 140000 - 54936 \\
 &= \underline{+481716 \text{ Ft} \cdot \text{lb}}
 \end{aligned}$$

Cond. III



$$\begin{aligned}
 \Sigma M_C &= (240 \times 17.8) / 8.9 + (425 \times 26.7) / 22.35 \\
 &\quad + (510 \times 26.7) / 12.5 + 2400 \times 26.9 \\
 &\quad + 5100 \times 30 + 4000 \times 35 - 6037 \times 26.9 \\
 &= 38020 + 253616 + 170212 + 64560 \\
 &\quad + 153000 + 140000 - 162395 \\
 &= \underline{+657003 \text{ Ft} \cdot \text{lb}}
 \end{aligned}$$

Cond. IV



$$\begin{aligned} \Sigma M_c &= (672 \times 17.8) 8.9 + (240 \times 26.7) 22.35 \\ &+ 2400 \times 26.9 + 2500 \times 17.8 - 4000 \times 35 \\ &- 16654 \times 26.9 \end{aligned}$$

$$\begin{aligned} M_c &= 106452 + 143218 + 64560 + 44500 \\ &- 140000 - 447992 \end{aligned}$$

$$M_c = -229262 \text{ Ft-lb}$$

Cond. III

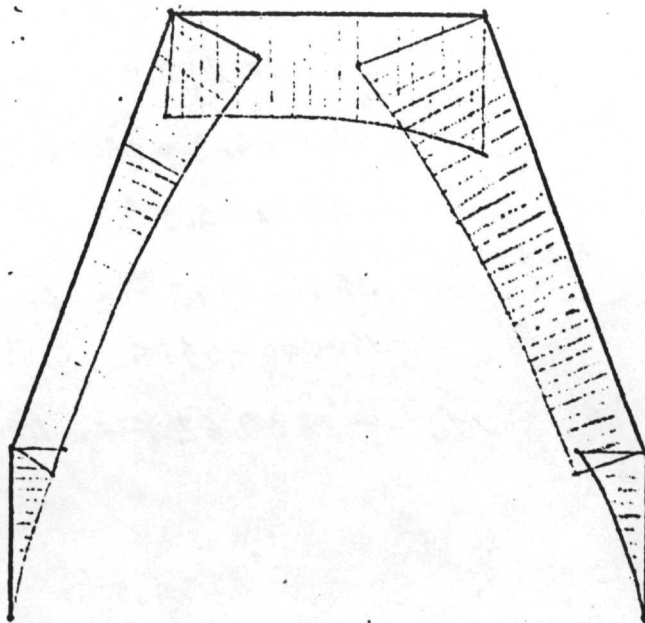
$$M_d = 22717 \times 10 = 227170 \text{ Ft-lb}$$

$$M_{\max} M = 657003 \text{ Ft-lb}$$

$$Z = \frac{M}{S} = \frac{657003 \times 12}{20000} = 394.2 \text{ in}^3 < 413.5 \text{ in}^3$$

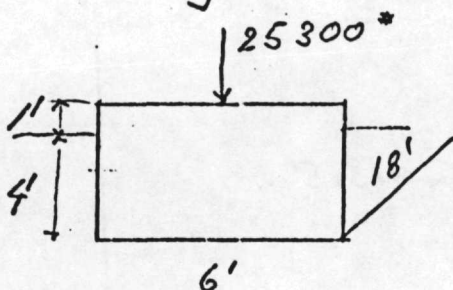
24 WF 160

Moment diagram



Floating chambers

Cond. I



$$6 \times 18 = 108$$

$$\begin{aligned} 100 \text{ lb/ft} &= 1800 \\ + 25300 \\ \hline 27100 &: 62.4 \\ &= 434 \text{ Ft}^3 : 108 \\ &= 4' \text{ under water} \\ &\quad \underline{1' \text{ above}} \end{aligned}$$

Cond. II

$$\begin{aligned} &1800 \\ &11000 \\ \hline 12800 &: 62.4 = 205 : 108 = 1.89 \approx \underline{2' \text{ under water}} \\ &\quad \underline{3' \text{ above}} \end{aligned}$$

Correspondence concerning leaving
of pents in place?

With Scott Coulter

Oct 26 1972

Letter from Beldern
to DoBarnard's advising
would undertake an Eng. Study

No problem with Engineering

5
RECEIVED
NOV 9 - 1972

FOR FILING

7845

November 9, 1972

Lord Brothers Contractors, Inc.
437 W. Columbia Blvd.
Portland, Oregon 97217

Gentlemen:

The State Highway Commission on October 31, 1972, accepted your proposal for work on the Steel Bridge-S.W. Sheridan Street (Harbor Drive) Section of the Pacific Highway West in Multnomah County for the sum of \$1,662,554 and referred it to the Administrator of Highways with authority to award the contract as soon as necessary right-of-way is acquired and approval of CRAG AND DEQ is received.

Those conditions were fulfilled and the Administrator of Highways today awarded you the project, which has been assigned Contract No. 7845.

Enclosed are three copies of this contract. Two of these copies of this contract should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin after the Fremont Bridge is opened.

Very truly yours,

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn
Att.

cc Pacific Builder & Engr., Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle, Wn. & Portland
C. T. Keasey
L. H. Young Attn: Vince Gallagher
Walt Hart - Assume you will notify contractor when he may proceed with work when bridge opened as called for in

Wm. Geibel
H. S. Coulter
Robert Shotwell



RECEIVED
DEC 18 1972

FOR FILING

**OREGON STATE
HIGHWAY DIVISION**

50

10-31-72

HIGHWAY BUILDING • SALEM, OREGON • 97310

November 7, 1972

Mr. Glen L. Green
Oregon Division Engineer
Federal Highway Administration
477 Cottage Street, N. E.
Salem, Oregon 97308

MISC. CONTRACTS and
AGREEMENTS No. 4372

**SUBJECT: Letter-form Agreement
Harbor Drive Closure (99W)
Pacific Highway West, No. 1W
City of Portland**

Dear Mr. Green:

Attached hereto are two conformed copies of an agreement covering construction, exchange of properties, adjustment of utilities, rerouting of the Pacific Highway West (99W), and maintenance responsibilities for subject project.

Advance copies of this agreement were forwarded to you under the date of October 18, 1972.

Please give this matter your consideration and, if your concurrence is required, notify this office and certified copies will be presented for the proper signatures.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

H. S. Cox
County and City Engineer

MCH:ljt

Att.

cc: R. L. Schroeder
L. H. Young
L. I. Lindas
C. W. Head

NOTED
C. W. HEAD

50

10-31-72

November 6, 1972

City of Portland
City Hall
Portland, Oregon 97204

Attention: Lloyd Anderson
Commissioner of Public Works

Gentlemen:

Attached for your records are two fully executed copies of a supplemental agreement pertaining to the Steel Bridge-Sheridan Street Section (Harbor Drive closure) of the Pacific Highway West.

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

fk
Att.

cc H. S. Cox
(conf. agree. att.)



OREGON STATE HIGHWAY DIVISION

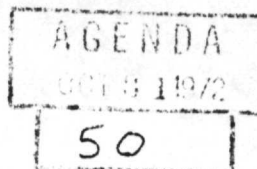
HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE **October 19, 1972**

TO Oregon State Highway Commission
ORIGINAL SIGNED
TOM EDWARDS

FROM Tom Edwards
State Highway Engineer

SUBJECT Agreement, City of Portland
Harbor Drive Closure



At the October 31 meeting there will be presented to you for consideration and approval an agreement with the City of Portland pertaining to the Steel Bridge-Sheridan Street Section of the Pacific Highway West, generally referred to as the Harbor Drive Closure.

City and State have previously executed various agreements regarding this matter. This agreement provides certain conditions which are required in order to do the work necessary to effect closure of Harbor Drive and the rerouting of Pacific Highway West.

Under date of September 26, 1972, I wrote to you regarding the finance approval for this project, estimated to cost \$1,795,000, with bids to be accepted at the October 26 letting.

Your approval and authorization to contract and to execute this agreement are hereby requested.

cc: C. W. Head
G. M. Baldwin
F. B. Klaboe
A. E. Johnson
E. S. Hunter
R. L. Schroeder
L. H. Young
C. T. Keasey
F. L. Hall
V. E. Skoog
H. S. Cox
H. S. Coulter
Gary Ross
Gary Sund
DNH:mm dps

NOTED
C. W. HEAD

3 COPIES TO
BE SIGNED

By *[Signature]*

Date November 6, 1972

TO: The Commissioners

FROM: John B. Kenward

Commission Reports & Documents No. 72-237

SUBJECT: Permit of Entry - State Highway Department
Front Avenue and Harbor Drive Temporary Modifications
Blocks 111 and 112

Ed Hunter, Assistant State Highway Engineer, State Highway Department, advised our staff Friday that in order to award the contract for work required for closure of Harbor Drive, the State would require assurance from the Commission that the contractor would be able to proceed.

The Commission received construction and signing plans from the Highway Department August, 1972 and responded to this submission by letter September 27, 1972 to George Baldwin, State Highway Engineer, outlining necessary coordination within the urban renewal area. The Commission staff has since met with Highway Department officials, the Commission's Design and Transportation Consultants, City Engineer, Traffic Engineer and Waterfront Consultant. Based on requests of our staff, the Highway Department has submitted revised drawings dated October 27, 1972, received by the Commission October 30, 1972.

On October 9, 1972, the City Council approved execution of an agreement with State Highway Department authorizing actions and assigning responsibilities necessary for the construction to proceed.

State Highway Department plans have provided for the minimum feasible amount of reconstruction of Front Avenue and Harbor Drive to accomplish the closure of Harbor Drive at the time of the opening of the Fremont Bridge.

Plans

The basic elements of the plans include the following:

1. Roadway and right of way widths and lane widths
These have been reviewed by and have the approval of the City and the Commission Design and Transportation Consultants and staff.
2. Street Lighting
These have been coordinated with City Lighting Engineer and the Commission staff and consultants. Sufficient street lights (9) have been purchased previously by the Project to extend the lighting system which exists south of Market on Front north from Market to Jefferson -- to be installed by the City.

3. Traffic Signals

The State, at the request of the City and Commission, is to provide mast arm signal devices consistent with those used throughout the South Auditorium area.

4. Signing

This has been reviewed by the Commission's consultants and staff and the City Traffic and Signing Engineers and it is strongly felt that signing will be excessive -- see reviews on file.

5. Landscaping not as yet prepared or studied by State

A substantial amount of landscaping will be required to match existing, to provide temporary maintained ground cover and to continue street tree planting program. At the Commission's request, the State has widened their Front Avenue right of way to provide for a 5' planting strip on the east side of Front for landscaping and street trees.

6. Sidewalks

The State, at the Commission's request, allowed for the construction of 15' sidewalks on the west of Front Avenue between Jefferson and Clay. Portland Commons architects feel this modification can be accommodated. Sidewalks other than those along Front Avenue should be studied along with landscape plans and not constructed until those plans are approved.

Scheduling - A schedule for work will not be available until a preconstruction conference is held next week. The Highway Department has received bids for Front Avenue construction and is prepared to award a contract as soon as they have a permit to use the property.

Property Transfer - (See legal descriptions on file)

Disposition	10,644 sq. ft.
Temporary easement	10,006 sq. ft.
Permanent easement	97 sq. ft.

RECOMMENDATION:

1. Authorize Executive Director to advise Highway Department of the Commission's willingness to grant permit of entry on such terms as Commission deems appropriate.
2. Direct Executive Director to negotiate purchase price for subject property.
3. Direct Executive Director to insure that plans submitted to the Commission by the State for approval receive the approval of appropriate City Departments before issuance of Commission approval.

Executive Director

ACTION:

RECEIVED
OCT 25 1972

FOR FILING

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

7845

DATE October 19, 1972

TO Memo to the Files:

FROM

addison
A. D. Olson
Preliminary Design Engineer

SUBJECT

Harbor Drive Closure
Steel Bridge-S.W. Sheridan Street Section
Pacific Highway West
Multnomah County

RECEIVED
OCT 20 1972
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

A meeting was held in Mr. Hunter's office on October 6 with Mr. Jim Robertson, Portland Development Commission, to discuss the details of design of Front Avenue from Jefferson Street to Market Street.

Of particular concern were:

- 1) Provision for lighting along the east side of Front Avenue which would be compatible with the existing lighting in the adjoining area.
- 2) Provision for a future 15' sidewalk on the west side of Front Avenue from Jefferson Street to Clay Street.
- 3) Study of the signing for minimizing size and number of signs.

Mr. Robertson was advised that the City Lighting people would be contacted in regard to the lighting along Front Avenue, and that the centerline would be moved east 3' from Jefferson to Clay Street and tapered back in at Market Street to allow them to build a 15' sidewalk from Jefferson to Clay, provided they check out the matter with the City and advise us that the revision is desired. A set of plans were provided to him for further study and discussion with the City.

Since the meeting Mr. Dixon, our lighting specialist, has contacted the City Lighting people and was advised that they had the necessary special light fixtures in stock, and they would take care of the matter rather than get involved in our contract.

Route to Laboe for info
Et

NOTED
E. S. HUNTER

RECEIVED STATE HWY ENGR									
OCT 24 72									
REFER TO									
FOR									
Info	Inv	R/D	DIR	Sign	Act	File			

NOTED
F. B. KLADDE

Memo to the Files:
October 19, 1972
Page 2

I contacted Mr. Robertson by phone on October 13 and he advised me that the matter of widening to a 15' sidewalk had been discussed with the City but he had no answer. He asked that the sidewalk on the east side from Jefferson Street to Market Street be revised to a 5' planting strip and a 7' sidewalk to match the area to the south. I advised him that this would be done.

I contacted Mr. Robertson by phone on October 17 and he advised me that the 15' sidewalk had been cleared and we should revise our plans and the right of way to reflect the 3' move to the east and the revision in sidewalk design. I advised him this would be done and we would send him revised plan sheets when available. No work will be done on the west side of Front at this time and we have, in effect, a 6' offset from running lane to curb for the two blocks, tapering to Market Street.

To date there has been no further contact by the Development Commission in regard to the sign messages or sizes and no revisions have been made to either the signs or supporting members. Their earlier request for use of bronze color on sign structures will be honored. Mr. Christianson, Bridge Section, is to refer this through the Metro Division for determination of details.

ADO:jc

cc: E. S. Hunter
S. Coulter
Frank Terpin
Duane Christenson
Robert Dixon



RECEIVED
OCT 20 1972

FOR FILING

**OREGON STATE
HIGHWAY DIVISION**

17845

HIGHWAY-BUILDING

SALEM, OREGON • 97310

DATE **October 19, 1972**

TO Oregon State Highway Commission

FROM Tom Edwards
State Highway Engineer

SUBJECT **Agreement, City of Portland
Harbor Drive Closure.**

At the October 31 meeting there will be presented to you for consideration and approval an agreement with the City of Portland pertaining to the Steel Bridge-Sheridan Street Section of the Pacific Highway West, generally referred to as the Harbor Drive Closure.

City and State have previously executed various agreements regarding this matter. This agreement provides certain conditions which are required in order to do the work necessary to effect closure of Harbor Drive and the rerouting of Pacific Highway West.

Under date of September 26, 1972, I wrote to you regarding the finance approval for this project, estimated to cost \$1,795,000, with bids to be accepted at the October 26 letting.

Your approval and authorization to contract and to execute this agreement are hereby requested.

cc: C. W. Head	V. E. Skoog
G. M. Baldwin	H. S. Cox
F. B. Klaboe	H. S. Coulter
A. E. Johnson	Gary Ross
E. S. Hunter	Gary Sund
R. L. Schroeder	
L. H. Young	DNH:mm dps
C. T. Keasey	
F. L. Hall	

RECEIVED
OCT 5 - 1972

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem

FOR FILING

DATE October 3, 1972

TO File

7845

FROM Tom Edwards
State Highway Engineer

SUBJECT Telephonic Approval

On this date, Chairman Jackson gave telephonic approval of the following:

Contracting the project for the Steel Bridge-S.W. Sheridan Street (Harbor Drive) Section, Pacific Highway West, Multnomah County, using State Construction Funds.

Ski area snow removal agreements for eight areas:

Mt. Ashland
Bachelor Butte
Hoodoo
Lake of the Woods
Multorpor
Timberline
Tomahawk
Warner Canyon

Award of demolition contract to Heard Construction Company on the NE Sandy-NE Glisan, NE Glisan-SE Division Sections, East Portland Freeway, Multnomah County, Contract 21-1.

Award of demolition contract to Heard Construction Company on the SE Division-SE Foster Section, East Portland Freeway, Multnomah County, Contract 21-2.

These items will appear on the agenda for confirmation at the October 31 Commission meeting.

cc George M. Baldwin H. S. Cox
C. W. Head R. N. Bothman
F. B. Klaboe D. H. Moehring
A. E. Johnson Gary Ross
E. S. Hunter Gary Sund
L. H. Young
F. L. Hall
V. E. Skoog

(ms)

RECEIVED
SEP 27 1972

FOR FILING



OREGON STATE
HIGHWAY DIVISION

78451
HIGHWAY BUILDING •

SALEM, OREGON • 97310

DATE September 26, 1972

TO Oregon State Highway Commission

FROM Tom Edwards
State Highway Engineer

SUBJECT Project Finance Approval
Steel Br.-S. W. Sheridan St. (Harbor Dr.) Sec.
Pacific Highway West, Multnomah County

Plans are completed for the subject project and preparations are proceeding for an early contract letting which will permit the closure of Harbor Drive. The public hearing was held in the Portland Civic Auditorium, January 14, 1971. Final agreements are being consummated with the City of Portland.

As you are aware, the final closure is contingent upon traffic transfer from Harbor Drive to Front Avenue keyed upon the opening of the Fremont Bridge complex and the completion of the project in question.

The proposed project estimated to cost \$1,795,000 is being readied for an October 26 bid letting. I recommend this project and request your authorization to contract with State Construction Funds.

This matter will be on the agenda for your confirmation at the October 31 meeting.

cc: C. W. Head
George M. Baldwin
F. B. Klaboe
E. S. Hunter
L. H. Young
F. L. Hall
V. E. Skoog
H. S. Cox
Gary Ross
Gary Sund

BG:bb dps

*Hwy 170
Portland*



**OREGON STATE
HIGHWAY DIVISION**

METROPOLITAN SECTION

5821 N. E. GLISAN

PORTLAND, OREGON

7845

September 22, 1972

Lloyd Anderson
Commissioner of Public Works
City of Portland
City Hall
Portland, Oregon 97204

I am attaching hereto a letter form agreement to implement part of the work necessary for closure of Harbor Drive, the subject of previous agreements. Earlier agreements of September 6, 1972 and subsequent modifications should be destroyed.

This has been thoroughly discussed with your people, and I hope that this meets with your approval. If at all possible, would you process this and return to me by the end of the month based on our proposed acceptance of bids at the October letting.

It is my understanding that concurrence to these stipulations is necessary before the right-of-way agreement implementing Paragraph 3 of the stipulations between the City and the State can be made.

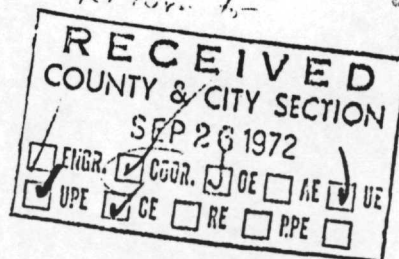
H. S. Coulter
H. S. COULTER
Metropolitan Engineer

HSC:cw

cc: F. B. Klaboe
E. S. Hunter
H. S. Cox

NOTE

*9-29-72
Per Bill Dicker (City) he informs me that City Engineer wants minor change in agreement - they will make change & present to Council probably on 10-5-72. Dicker said he cleared this with Coulter - I informed Hunter 10:25 am 9-29-72. D.H.*



*10-2-72
Hunter informs me as of this date we do not have CRAG or DER approval, as well as City - etc. D.H.*



OREGON STATE HIGHWAY DIVISION

Sept. 22, 1972
HIGHWAY BUILDING

SALEM, OREGON

97310

City Council
City of Portland
City Hall
Portland, Oregon 97204

Attention: Mr. Lloyd Anderson
Commissioner of Public Works

RE: Construction Stipulations
Steel Br - Sheridan St Sec. (Harbor Drive)
Pacific Highway West, No. 1W

Gentlemen:

The City and State entered into an agreement dated May 21, 1968, and subsequent agreements, in particular one dated November, 1971, pertaining to the acquisition, studies, etc., of the Old Oregon Journal Building (Market Building) vicinity adjacent to Harbor Drive and Front Avenue within the city of Portland.

The last agreement in November, 1971, following passage by the City Council of Ordinance 133562, passed on November 3, 1971, called for the closure of Harbor Drive. In order to do the work necessary to result in closure of Harbor Drive and the rerouting of Pacific Highway West, there are certain conditions and provisions that should be agreed to between the City and the State. These conditions and provisions are as follows:

1. State shall prepare all plans for relocation of Harbor Drive, let and award contracts, and supervise all relocation, demolition, or construction work of said projects.
2. State shall relocate and construct Harbor Drive, Pacific Highway West (Ore. 99W) at sole expense to State, and, upon completion of construction, thereafter maintain this as a State highway through the City, particularly as outlined under various Oregon Revised Statutes, including ORS 373.020. Said route of Pacific Highway West shall utilize SW Front Avenue lying between NW Couch Street and SW Sheridan Street, as well as the Steel Bridge connecting ramps.
3. City shall relinquish to State all City's right, title, interest, jurisdiction, control, and maintenance on those portions of lands lying between the curb lines of the relocated Front Avenue plus such additional lands as needed for the construction and maintenance of said project.

4. The disposition of all City and State lands lying between the relocated Front Avenue and the west bank of the Willamette River will be the subject of future negotiation. Special attention will be made in those negotiations for the possible need of a 60 foot (more or less) strip of land for maintenance of the harbor wall.

5. City and State agree that State shall bear the cost of any and all utility facility relocation work or adjustments on the utilities applicable in regard to the relocation and/or construction of Harbor Drive (Ore. 99W). All utility relocation work or adjustments not needed for the project shall be at the discretion and/or expense of the party holding title to said property or lands.

6. City and State agree that the City shall obtain the State's concurrence and/or approval of any future utility installations within the rights-of-way of the project.

7. City and State agree to the proposed plan and purpose of the basis for this agreement and further agree that the portion of SW Harbor Drive lying basically between the Steel Bridge and SW Sheridan Street, including certain connections thereto, shall be closed to all vehicular traffic. Said streets, roads, connections, etc., to be closed are approximately as shown on the attached Exhibit A colored green. Provisions shall be made to provide the City access for maintenance purposes to points on the west bank of the Willamette River as follows: the Ankeny pumping station, the harbor wall near SW Oak Street extended, the harbor wall southerly of the Morrison Bridge near SW Alder Street extended and the harbor wall southerly of the Hawthorne Bridge.

8. City and State agree that prior to construction of the structure necessary for connecting the Steel Bridge to Front Avenue, the foundation elevations will be reviewed by the City Engineer's office to determine any possible conflict with future projects. Other construction details as appropriate will also be reviewed by the City as needed.

Please give this proposal your consideration. If the above-referred-to provisions are acceptable to the City, please indicate approval by appropriate signatures in the space provided below and return four copies for the State's consideration and approval. Upon execution by appropriate officials, two copies will be returned to the City of their permanent records.

City Council, Portland

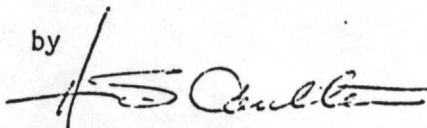
(3)

We trust this document will meet with your approval and wish to express our appreciation for your consideration, cooperation and concern.

Very truly yours,

GEORGE M. BALDWIN
Administrator of Highways

by



H. S. COULTER
Metropolitan Engineer

CITY OF PORTLAND

By _____

By _____

HSC:cw
9/22/72



RECEIVED
SEP 14 1972
FOR FILING

DEPARTMENT OF THE ARMY
PORTLAND DISTRICT, CORPS OF ENGINEERS
P. O. BOX 2946
PORTLAND, OREGON 97208

REFERRED TO
Admin.
BY SECRETARY

NPPND-MI-P

12 September 1972

RECEIVED STATE HWY ENGR							
SEP 15 '72							
REFER TO							
FOR							
Info	Sec	RD	IR	En	LT	File	

7845

Oregon State Highway Division
Highway Building
Salem, OR 97310

Gentlemen:

Thank you for your letter of 25 August 1972 requesting permission to remove the structure which supports the interchange loop over the Willamette River at the Foot of S. W. Sheridan Street in Portland.

The Portland District, Corps of Engineers, will have no objection to the removal of this structure as stated in your letter, provided that:

1. All debris will be disposed of on land in such a manner that it cannot enter into the waterway.
2. Care will be taken to prevent any petroleum products, chemicals, or other deleterious materials from entering the water.
3. All areas along the bank disturbed or newly created by the activity will be seeded, riprapped, or given some other equivalent type of protection against subsequent erosion.
4. Work in the waterway will be done so as to minimize turbidity increases in the water which tend to degrade water quality and damage aquatic life.
5. That the piers be removed to the extent and elevation indicated in red on the attached Drawing Numbered 11565.

Sincerely yours,

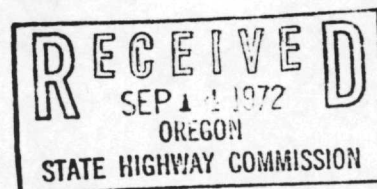
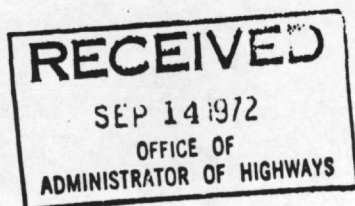
A. J. Heineman

A. J. HEINEMAN
Chief, Navigation Division

Incl
As stated

NOTED
E. S. HUNTER

NOTED
A. E. JOHNSON



*Cy - J. J. Hunt (w/ Sup)
E. S. Hunter
Frank Hall
H. J. Conner
9-19-72*

*9-18
Cy
FBK*

RECEIVED
AUG 29 1972

FOR FILING

7845

August 25, 1972

District Engineer
Department of the Army
Portland District Corps of Engineers
P. O. Box 2946
Portland, OR 97208

Dear Sir:

Steel Bridge-S. W. Sheridan Street
(Harbor Drive) Section
Pacific Highway
Multnomah County
Bridge No. 7879

The Oregon State Highway Division plans to receive bids for a removal of a section of Harbor Drive between the Steel Bridge and S. W. Sheridan Street in Portland, Oregon, as indicated on the attached hearing map.

This work will include removal of a structure which supports an interchange loop over the Willamette River at the foot of Columbia Street. Specifications for this project will require that the structure be removed from the river down to the streambed.

Your approval of the structure removal work in the river is hereby requested.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

A. E. Johnson
Assistant State Highway Engineer

Attachment

bc George M. Baldwin
Tom Edwards
F. B. Klaboe
E. S. Hunter
Walt Hart

Frank Hall
H. S. Coulter

RWE:ag ja

RECEIVED
MAR 28 1972

FOR FILING

7345

March 27, 1972

Mr. Earl Bradfish
Public Affairs Coordinator
Department of Public Affairs
City Hall
Portland, Oregon 97204

Mr. Donald C. Jeffery
Senior Deputy City Attorney
City Hall
Portland, Oregon 97204

Gentlemen:

As requested, the following information is supplied concerning the use of federal funds in acquiring properties along Harbor Drive from the Steel Bridge to Southwest Sheridan Street.

A search of our records indicates that federal-aid funds were not utilized in acquiring properties on this section prior to February, 1957. At that time, federal-aid interstate funds were used to acquire a number of properties from Southwest Montgomery Street-Southwest Sheridan Street under Federal-Aid Project No. I-5-6(2)297, and these properties are as outlined in red on the enclosed portion of our right-of-way map 7B16.3.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

Lloyd P. Shaw
Assistant State Highway Engineer

Enclosure

George M. Baldwin
bc Tom Edwards
F. B. Klaboe
D. G. Talbot
L. H. Young
Scott Coulter

CL:dg: ajw

RECEIVED
MAR 24 1972

FOR FILING

7845
710000

Salem, Oregon
March 21, 1972

Mr. L. H. Young
Programing Engineer

Federal-Aid Funds in Properties
Along Harbor Drive Acquired
1940-1948

The City of Portland is making a study of its ownerships and has been alerted that where federal-aid funds have been used in acquisition, there are some requirements in property use that do not apply to other areas.

Donald Jeffery, Senior Deputy City Attorney; and Earl Bradfish of Commissioner Ivancie's office, have requested that they be advised which properties, if any, from the Steel Bridge to Sheridan Street may have been acquired with federal-aid funds.

Please provide this material as promptly as possible.

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw
cc Tom Edwards
F. B. Klaboe
D. G. Talbot